

GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month by the Grain Dealers Company.

Vol. XV. No. 11.

CHICAGO, ILL., DECEMBER 10, 1905.

PRICE \$1.50 PER YEAR
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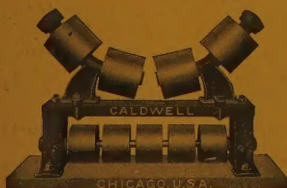
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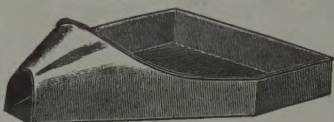
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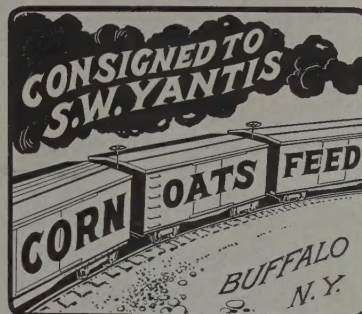
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It contains sixteen grain tables and a freight table all printed from heavy faced type, in two colors. Each grain table gives reductions from 100 to 4,090 pounds, is complete on one page, and so arranged as to show the number of bushels and the fractions in any weight on ten pound breaks.

The tables show the following reductions:
Oats at 32 lbs., 33 lbs., and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Barley at 50 lbs. Shelled Corn, Rye and Flax Seed at 55 lbs. Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Wheat, 60 lbs., with 1, 2, 3 and 5 lbs. dockage. Ear Corn at 70 lbs., 72 lbs., 75 lbs., and 80 lbs. per bu.

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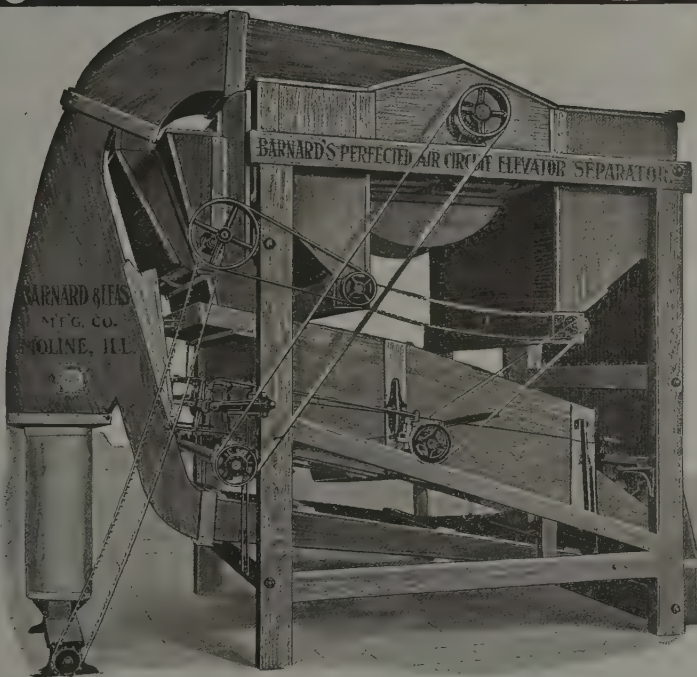
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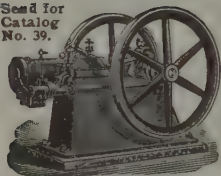
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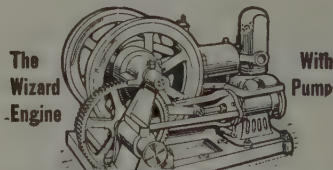
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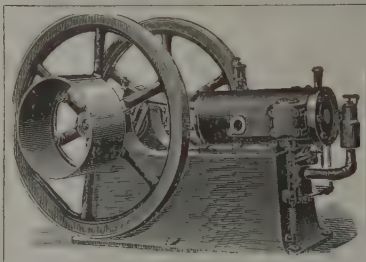
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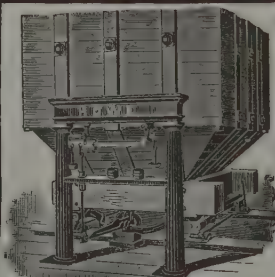
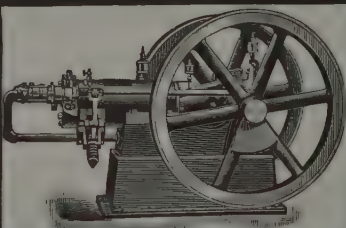
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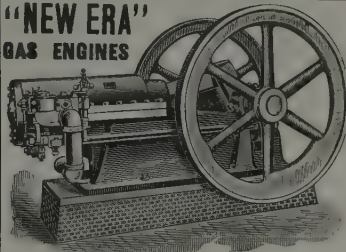
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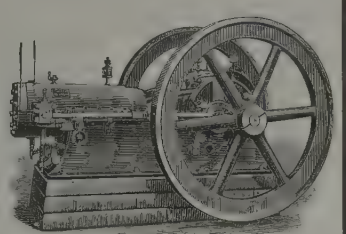
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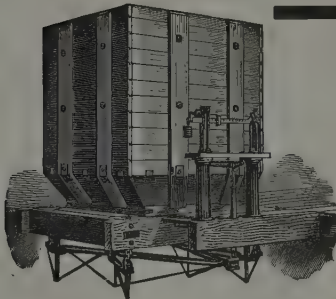
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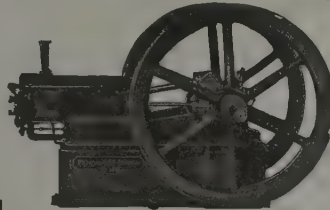
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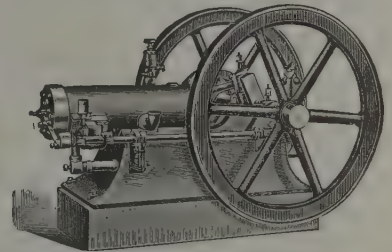
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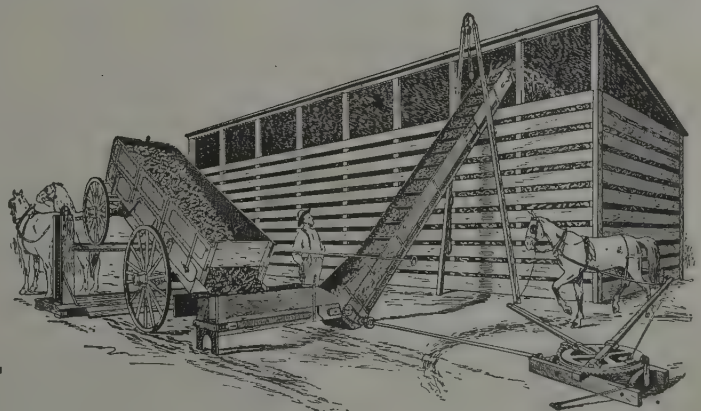
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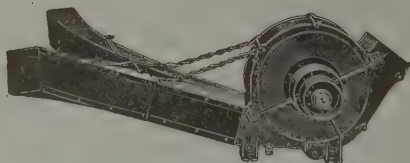
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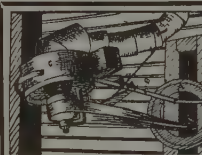
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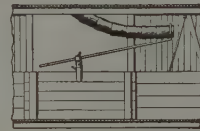
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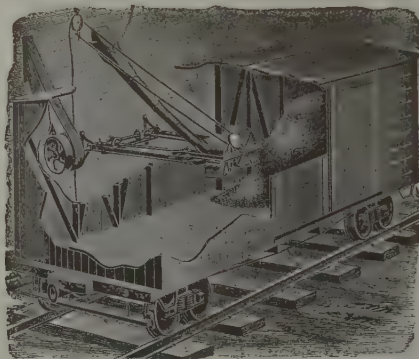
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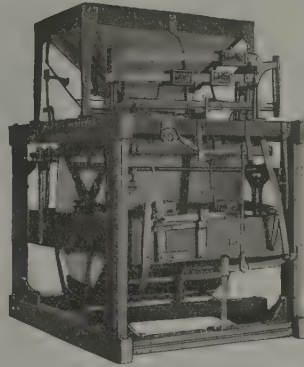
Sales, Shipments and Returns is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding **Sales and Shipments**; the right-hand pages for **Returns**. Under **Sales** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **Shipments** are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under **Returns** are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

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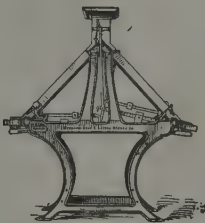
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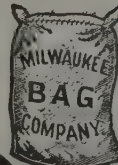
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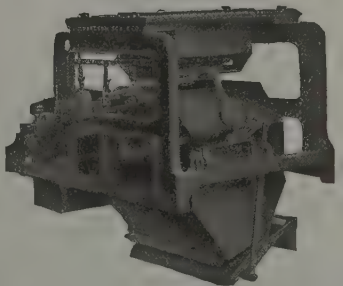


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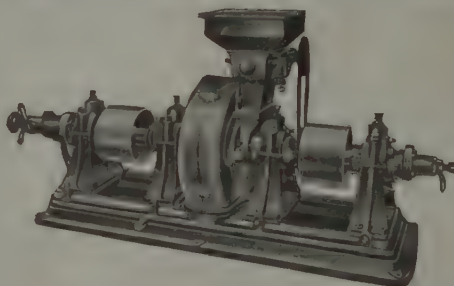
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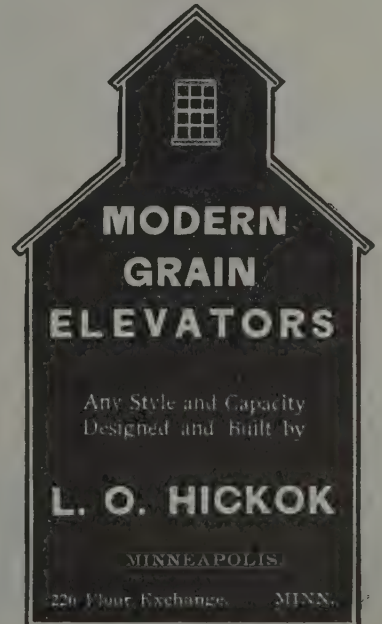
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of building your own elevator when there are people like us that make a specialty of this work.

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let us have your contract, and save you the worry and trouble of getting your labor and material. We buy our material right and sell our elevators right.

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STEEL**Twenty Million**

Bushels Capacity
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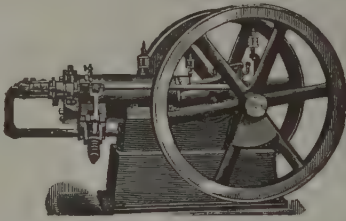
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The GRAIN DEALERS JOURNAL

GRAIN ELEVATOR SUPPLIES.

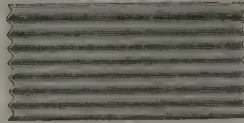


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Elevating, Conveying and Power
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Complete Equipments for Grain
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Passenger Elevators are not only a convenience but a necessity in well-equipped grain warehouses.

Easy to operate.
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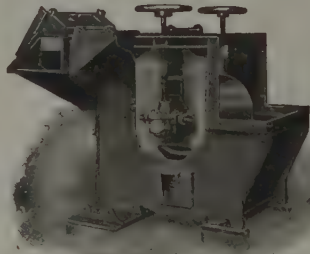
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ELEVATOR MACHINERY AND SUPPLIES
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Automatic Rotary Car Loader

Easily handled by one man—Sets just inside grain door and discharges diagonally to center of end of car at roof.



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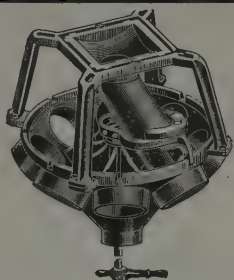
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The capacity of your elevator for doing work is controlled entirely by the class of machinery used. Any device that causes trouble when in operation, reduces the earnings just the length of time it takes to remedy it—an hour, two, or a day—as the case may be, to say nothing of the damage and expense for repairs.

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COME TO US

For your MILL and ELEVATOR SUPPLIES if you want to make your selections from the most complete stocks in the Northwest. In Conveyor Chains, Grain Buckets, Belts, Pulleys, Sprockets and Iron Work for all milling purposes, we carry everything that you may chance to need. Our goods are the strongest and most dependable, made for such purposes

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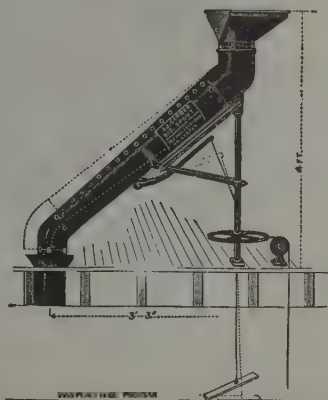
Is the standard mill of to-day. In general efficiency it has no equals. Give it a trial and you'll certainly concede this. Two things you never fail to get from us are RIGHT PRICES and SATISFACTION

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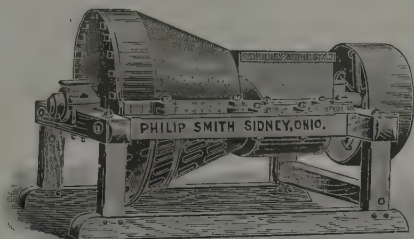
A number of desirable locations for flour mills, grain dealers and elevators are open on the lines of the Santa Fe in the southwest. Further information will be gladly furnished on application to the undersigned.



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- 5—It is simple, strong, convenient and will not get out of order;
- 6—It requires less care and labor to keep it running;
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- 9—It is the only successful combination cleaner on the market;
- 10—It will make and save you money.

These are only a few reasons why you need a "Clipper" Cleaner. Write for catalogue and let us tell you more about them.

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Decide Now

THAT THE NEW PROCESS CORN CLEANER

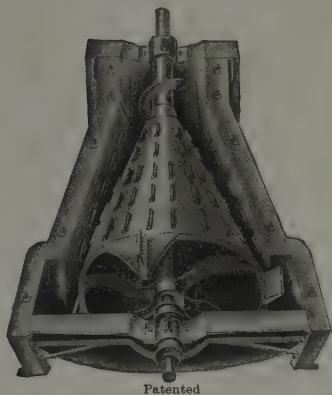
is the machine you **must** have if you want clean corn; corn that will grade and bring the top of the market every time. ¶ One of the special features of this machine is that it can also be used for cleaning oats or small grain, by using special sieves. A most economical machine for the country elevator. The grain is subjected to the wind of the "blast" and "suction" fans from the time it enters the machine until it is discharged in clean marketable condition. ¶ This cleaner should be used in connection with our **NEW PROCESS CORN SHELLER**, then you have a combination that can't be beat. Our full line of Corn Shellers and Cleaners as well as all supplies needed for an elevator is fully illustrated and described in our catalog. Send for it now.

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Advantages

All Iron
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Non-Chokable on
Damp Silks and
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Positive Feed
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A Report on One No. 3, Rated 500-700 Bushels per Hour

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Gentlemen:—I have your No. 3 Sheller in and running, and I must say I like it better than any sheller I ever used, and I have used several others. Today I took in 4,500 bushels corn and shelled it in eight hours. Most of our corn now is damp and tough, but it does not break the cob much and shells it clean. I am more than pleased with the sheller.
Respectfully, W. H. FLUKE.

For further information write

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Reduce Speed Your Fans

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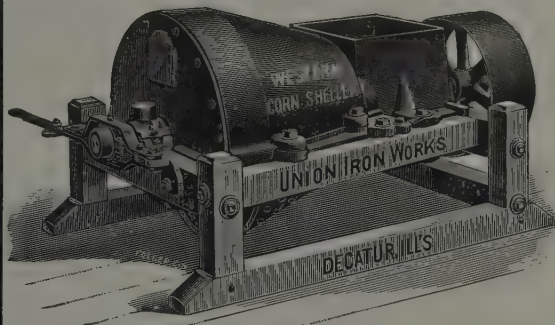
"The New Cyclone 1905"

Patented August 29, 1905

SAVE ENERGY—SAVE FUEL

THE KNICKERBOCKER CO.

JACKSON, MICHIGAN



"Western" Warehouse Sheller



"Western" Shaker Cleaner

Do You Intend to Build an Elevator this Season?

If so, correspond with or see the

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Plans to Suit Each Location by a Licensed Architect

Manufacturers of the justly celebrated WESTERN MACHINERY—Corn Shellers, Corn Cleaners, Elevator Heads and Boots, Pulleys, Boxes, Shafting, etc.

WRITE FOR OUR CATALOG AND PRICES

ELEVATORS FOR SALE.

ELEVATOR FOR SALE at Carlos City, Ind. Address H. A. Gaddis, Modoc, Ind.

ELEVATORS for sale in the Central and Western States; write for descriptions. Aaron Smick, Elevator Broker, Decatur, Ill.

IF YOU ARE in want of a good elevator, cheap, doing a good business in all lines, call on J. F. Cartwright Co., Davison, Mich.

FOR SALE—A line of six elevators in Western Ohio; can be sold together or separately. Aaron Smick, Elevator Broker, Decatur, Ill.

ELEVATOR and lumber yard; bargain; in corn belt of Illinois; station handles 6 to 700,000 bus. Address Townsend & Gale, Weldon, Ill.

ELEVATORS FOR SALE in the corn belt of Illinois and Indiana. Bargains if taken at once. Address James M. Maguire, Campus, Illinois.

ELEVATOR AND COAL BUSINESS in central Iowa for sale or trade for Iowa or Minnesota land. Address H. E. R., Box 5, Grain Dealers Journal, Chicago, Ill.

FOR SALE, rent or exchange; good mill and elevator, located in fine wheat country. Favorable terms. Address Smith, Box 11, Grain Dealers Journal, Chicago, Ill.

I HAVE a good grain business for sale in good town; a good paying business for man with small capital; good reason for selling. Address Pany, Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE—In northwestern Iowa a 15,000-bushel grain elevator, equipped with modern machinery and doing a good business. Good reason for selling. Address Lock Box 713, Sioux Falls, S. D.

ELEVATOR, LUMBER yard and coal business for sale on the C. & N. W. in one of the best grain points in Nebraska; also modern residence; a fine paying business. Owner wants to retire from business. Address Kellner Grain & Lumber Co., Beaver Crossing, Neb.

ELEVATOR FOR SALE 14,000 bus. capacity. Located in a large territory in Northern Indiana. Well equipped with 40 h. p. boiler, 35 h. p. engine corn sheller, 2 cleaners, Clipper seed mill, Bowsher No. 8 crusher and grinder, 2 wagon scales, one hopper scale. Handles from 100,000 to 150,000 bushels of wheat, corn and oats and 1,200 barrels of flour annually. Reason for selling, poor health. Address L. J. Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE that will pay for itself in two years. In the richest farming country in Benton Co., Ind.; 40,000 bushels capacity; 7 dumps, 2 elevator legs, sheller, cleaner, drag chain, 30 h. p. engine, 50 h. p. boiler. Town ships 550,000 to 600,000 bushels annually. This plant ships 250,000 to 300,000 bushels. One competitor who is all right. Will sell for \$7,000 if sold soon. Better look this plant up. Address R. C. Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

UP-TO-DATE eltrs. in corn and oats belt cheap. W. A. Thompson, Attica, Ind.

ELEVATOR BARGAINS, from \$2,000 to \$15,000. All worth the money. Address J. M. Maguire, Campus, Ill.

FOR SALE—One of the best elevators in northeastern Kansas; handles wheat, corn oats and seeds; good business; good money maker. Address M. E., Box 10, Grain Dealers Journal, Chicago, Ill.

I HAVE a number of elevators for sale in Western Minnesota and eastern North Dakota; also a few houses at good stations in northern Iowa. Address H. A. Wernli, 713 Chamber of Commerce, Minneapolis, Minn.

FOR SALE—Well equipped grain elevator in best corn belt of Iowa, doing a good business; 12,000 bushels capacity. No trade; part time to proper party. Address Vern, Box 10, Grain Dealers Journal, Chicago, Ill.

GOOD ELEVATOR for sale in live Wisconsin town surrounded by rich farming country; 25,000 bus. capacity. Might exchange for western land. Address Western Land Securities Co., 143 Endicott Arcade, St. Paul, Minn.

FOR SALE—In eastern city, belonging to an estate, an old-established grain business. Elevator, corn-meal mill; electric power; good railroad facilities. Would give lease of elevator if desired, with privilege of renewal. Address Trustee, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE—Located in central Iowa; cribbed elevator; 20,000 bushels capacity; steam power; 20 horse engine; 88 cars last year; larger crop this; good coal business; for sale cheap to quick buyer. Don't write unless you mean business. Address L. J., Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND COAL BUSINESS for sale. Elevator 12,000 bus. capacity located in the corn belt of Illinois on I. C. with free switching to the Wabash and C. & E. I. Coal business of 2,000 tons annually. Will sell at a bargain. This will bear closest investigation. All located in a town of 4,000. County seat and 4 miles of paved streets. Address Ler, Box 11, Grain Dealers Journal Chicago, Ill.

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FOR SALE—A good little grain business in northeastern Indiana. Good opening for coal, hay and onions in connection. Elevator leased from railroad. We own machinery, warehouse, etc., and have pumping contract, with all fuel furnished by railroad. Our object in selling is to get our business West, where we can look after it to better advantage. This is worth investigating, as it will be sold right. Address Bers, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

TWO NEW ELEVATORS for sale; also lease another; in first-class condition. All doing business in grain and coal. Will sell them very cheap; have other business. Address H. J. Sabs, Charles City, Iowa.

SOUTH DAKOTA ELEVATOR for sale, capacity 20,000 bushels, doing good business. Price right. Good reason for selling. Address South Dakota, Box 10, Grain Dealers Journal, Chicago, Ill.

SOUTH DAKOTA ELEVATOR for sale; 25,000 bushels capacity; good grain business; good coal business in connection. Snap if taken soon. Reason for selling, going in other business. Address Box 36, Miller, S. D.

ELEVATOR FOR SALE—In Freeborn County, Minn., with one acre of ground, new coal houses, 15 h. p. gasoline Charter engine, feed mill for small grain and ear corn, garden with all small fruits, fenced; also chicken-yard and barnyard with small stable and chicken house. Territory filled with good, thrifty farmers, mostly German. Snap for German-speaking grain buyer. \$4,000, if taken soon. Dust aggravates my catarrh so much that I must get out. Address E. L. Gilbert, Armstrong, Minn.

MISCELLANEOUS.

WANTED—Back numbers of the Journal. The Library of Congress is in need of the following issue of the Grain Dealers Journal: Vol. 14, Nos. 3 to 8, Feb. to April, '05, inclusive; Vol. 15, No. 5, or Sept. 10th, '05. The donation of any of these copies to the Library will be greatly appreciated. Address The Librarian of Congress, Periodical Division, Washington, D. C.

Corn and Oat Tables

On Cards

Clark's Tables for wagon loads reduce any number of pounds of shelled corn, rye, flaxseed, ear corn and oats up to 4,000 pounds to bushels of 56, 70, 72, 75, 80 and 32, 33 and 35 pounds. Printed in two colors, on heavy bristol board. Can be hung up beside scale beam for use by weighman. Price, delivered, 50 cents.

Grain Dealers Co.

255 La Salle Street, - Chicago, Ill.

Grain Register
No. 12 AA.

This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8 1/4 x 14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contains spaces for records of 4,000 loads. The book is well printed and ruled on Sterling ledger paper, and substantially bound in extra heavy binder board with leather back. Price \$1.50.

For Sale by

GRAIN DEALERS COMPANY,
255 La Salle St., CHICAGO, ILL.

ELEVATORS WANTED.

WANTED to buy or rent an elevator. Address Box 253, Aplington, Iowa.

WANT TO RENT or buy elevator. Address, Box 154, Lesterville, S. D.

WANTED to buy or rent elevator. Address Borne, Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED—List your elevator with me. I have cash buyers for good plants. Aaron Smick, Elevator Broker, Decatur, Ill.

ELEVATOR, or mill and elevator, wanted, for good improved Illinois or Iowa farm. Address Northern, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR OR MILL WANTED in exchange for good improved farm in western Illinois. Address Iowa, Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED TO BUY—An up-to-date elevator of 15 to 25,000 bus. capacity; western Ohio or eastern Indiana preferred. Address Box 242, Cardington, Ohio.

ELEVATOR WANTED—in eastern Ill. or western Ind. on C. & E. I. or I. C. railroad to lease with purchase privilege. Address Loch, Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED—in central or western Indiana; must be in good condition with plenty of business. Give full particulars first letter. Address A. B. Cohee & Co., Frankfort, Indiana.

ELEVATOR WANTED—Will exchange good farm. None better in Iowa; improvements cost \$10,000; fenced hog tight; 320 acres in all; \$85 per acre. Address D. E. Kelly, La Porte City, Iowa.

ELEVATOR WANTED in North or South Dakota in exchange for an A 1 quarter section of land in Pierce County, N. D., 4 miles from town. Value, \$3,000; or will sell. Address Lock Box 314, Edmore, N. D.

ELEVATOR WANTED in southwest Minnesota, northwest Iowa or eastern South Dakota in exchange for 240 acre improved farm in Lincoln County, Minn. Address Charles Murphey, R. F. D. 2, Taunton, Minn.

WANT TO LEASE with purchase privilege an elevator in good repair; also actively engaged in handling grain, or will buy or lease ground for erection of elevator. Address W., Box 10, Grain Dealers Journal, Chicago, Ill.

WE WANT TO BUY or exchange a good corn farm for an elevator in Indiana in well organized territory; must handle not less than 125,000 bushels and property must be priced at its actual value and located in town of not less than 500 inhabitants. Address R. Investment Co., Lock Box 154, Mill Shoals, Ill.

PARTNERS WANTED.

PARTNER WANTED—in one of the best feed mill propositions in Illinois. A fine town of 6,500 inhabitants; a fine territory. Would consider proposition on the entire property. Write at once for full information. Address John Kull, Pontiac, Ill.

SITUATIONS WANTED.

SITUATION WANTED—To run country elevator; speak English and German; can give references. Edw. J. Funk, Minonk, Ill.

POSITION WANTED—As engineer or mechanical supt., by map of 25 years experience in grain elevators. Address W. L. Harvey, 919 W. 53rd St., Chicago, Ill.

POSITION WANTED with grain firm as manager and buyer at station or bookkeeper and general office man. Good references. Address Mon, Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—as manager or operator of an elevator; can do bookkeeping and am capable of handling engine and machinery. Good references. Address J. S. Goodwin, Dysart, Iowa.

EXPERIENCED GRAIN, feed and traffic man having wide acquaintance with the trade tributary to Kansas City and St. Louis, wants position with progressive firm. Address C. A. J., Box 11, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED by young man either at clerical work or as manager of station. Am a graduate of the Gem City business college and have had considerable experience handling a station. Best references. Address G. O. Seaton, 1109 Main St., Quincy, Ill.

HELP WANTED.

EXPERIENCED GRAIN BUYER wanted to operate country elevator in northwestern Iowa. Give references when answering. Address M. T. O., Box 10, Grain Dealers Journal, Chicago, Ill.

MAN WANTED—To take charge of elevator; one that can oversee running machinery and one who understands steam engines; must be good all around man and best of references. D. A. Baker, Butler, Ind.

WANTED—Active, experienced traveling man with trade acquaintance to solicit grain consignments and speculative orders for old established Chicago commission firm. Address, stating salary and references, Elod, Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED—Salesmen to sell the well-known BLATCHFORD'S CALF MEAL, HORSE, CATTLE & POULTRY FOODS, etc., to the Country Flour & Feed Dealers, etc.; 25 per cent commission first month, then salary. Address J. W. BARWELL, BLATCHFORD'S CALF MEAL FACTORY, Waukegan, Illinois.

ELEVATOR or mill men wanted—We have on our list several mills and elevators owned by non-residents who want to put them in operation, and we wish to correspond with elevator men, millers, managers, office men and bookkeepers who are interested in a good elevator or milling proposition. Address Iowa Mill Brokers, Independence, Iowa.

MISCELLANEOUS.

THE GRAIN MANS GUIDE—A monthly Magazine of Practical Information for Grain Men. Send for sample copy. Grain Mans Guide Co., Decatur, Ill.

MILLS FOR SALE.

FOR SALE—a 40 bbl. mill in Western Ohio. Sifter system, steam and water. For particulars, write E. C. Cridder, Lewisburg, O.

FOR SALE—\$2,500 model steam feed mill, 40 bags feed per hour. Plenty of business, railroad town. Address F. Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE: a 75 bbl. roller mill with elevator of 20,000 bushels capacity on Monon R. R., all in first class condition. Good grain country. Write for further information. Address J. A. Low & Son, Bainbridge, Putnam Co., Ind.

FLOUR MILL for sale; 100 bbls. capacity; located in fine residence town; does a large wholesale and retail business; elevator in connection has a capacity of 50,000 bus. 5 acres of land, good dwelling, barn and all necessary out buildings that go with this property. If interested in a good money-making proposition at the right price, write owner, who has a good reason for selling. Address D. M. Lipps, Hustonville, Ky.

FOR SALE:—BY REFEREES UNDER THE ORDER OF THE DISTRICT COURT: The Lyons Roller Mill, of Lyons, Nebraska. The property consists of about 30 acres of land; one 75-bbl. Allis system water power roller mill, size 36 x 52 feet, 3 stories high, and containing 6 double stands of rollers for wheat, and one 3 high roller mill for feed, all in good condition. Two mill dams. One 15,000-bus. elevator with water power connected with the mill. One dwelling. Terms of sale will be half cash and the balance payable at the rate of \$2,000 per annum, bearing 6 per cent annual interest. All deferred payments to be due and payable within five years. Said sale will be held on the premises at Lyons, Nebraska, on December 21st, 1905, at 2 o'clock p. m. All as per order of the District Court of Burt County, Nebraska. Referees F. L. Cook, John F. Piper, C. A. Darling, Lyons, Nebraska.

MISCELLANEOUS.

DID YOU read the "A. B. C. of the Grain Business" in the November number of the Grain Mans Guide? If not, send for sample copy. Grain Mans Guide Co., Decatur, Ill.

NOTICE TO GRAIN SHIPPERS.

I take pleasure in recommending the Mansfield Grain and Elevator Co., at Mansfield, Texas. While being in the grain business for several years, I have shipped grain to many different parties and the best returns I have received from the above mentioned. Most of the cars weighed out to a pound and some of them overrun my weights. This was certainly appreciated. Wesely Grain Co., Thomas, Okla.

BAGS FOR SALE.

BAGS for grain, oats, feed, etc., for sale cheap. Address William Ross & Co., 57-59 S. Water St., Chicago, Ill.

Results Follow The Ad

We have sold out. Your Journal did it.
McCREA & VLEREBOME, New Holland, Ohio.

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

LIGHTNING GASOLINE ENGINES. Simple and durable 3 to 25 h. p. Hay Press Co., 459 Mill St., Kansas City, Mo.

LAMBERT GASOLINE ENGINE, 20 h. p. for sale cheap. In fine condition. For particulars address A. J. Monroe, Arthur, Ill.

HORIZONTAL GASOLINE ENGINES, new, 2 h. p. \$95; also 2½ h. p. Weber, used 10 days, \$75. H. Pittenger, 22 So. Canal St., Chicago, Ill.

FOR SALE—Gasoline engines 8 h. p. Fairbanks; 12 h. p. Howe; 8 h. p. Webster. Several smaller ones; also engines and boilers. Address Wallace Machinery Co., Champaign, Ill.

FOR SALE—A Struthers-Wells gas engine with extra valve chest and igniter. Too small for our work. Address Eagle Brass Works, Detroit, Mich.

STEAM ENGINE, 12 x 24, new, drop cut-off valves. Economical. GAS ENGINE, 15 h. p. Bargain. W. S. McKinney, 204 Dearborn St., Chicago.

GASOLINE ENGINES—3 and 6 horse power Olds; shopworn; less than cost; here are some bargains for you. A. F. Chase, 418 3rd Ave., So. Minneapolis, Minn.

FOR SALE or trade, 10 h. p. steam engine, in good condition; one boiler feed pump. Will trade for a 4 to 8 h. p. gas or gasoline engine. Address P. O. Box 525, Eaton, Ind.

SEVERAL good gasoline engines some new and some second-hand up to 20 h. p. Cheap to prompt buyers. State size wanted. Des Moines Gas Engine & Electric Co., 417 Tacoma Bldg., Chicago, Ill.

FOR SALE—Slightly used engines of different makes, sizes 2 to 25 h. p. Have all been put in first-class shape, and will sell cheap. Address Witte Iron Works Company, 526 West 5th Street, Kansas City, Missouri.

2ND HAND ENGINES for sale. One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

GRAIN DEALERS GASOLINE ENGINE is the latest improved gasoline engine on the market, specially designed for the grain trade. Send for circular and prices that defy competition.

DAVIS-JOHNSON CO.
9 S. Canal St. Chicago, Ill.

FOR SALE—One 8 and one 12 h. p. second-hand steam engines, one 4 h. p. gasoline engine, also several larger sizes, one 6x4x6 and one 10x7x12 Duplex steam pumps. All thoroughly overhauled and at bargains. Address Enterprise Machine Co., Minneapolis, Minn.

ENGINES AND BOILERS.

ENGINE, boilers, rolls, stones, belting and shafting of New England Mills. E. B. Harts, Hartford Bldg., Chicago, Ill.

FOR SALE—One 25 h. p. gasoline engine; one 54 x 14 horizontal tubular boiler. Address Box 614, Monticello, Indiana.

FOR SALE OR TRADE—One 30 h. p. Atlas steam engine; one large Stilwell heater No. 4, and one 45 h. p. boiler; all as good as new for 25 or 30 h. p. gasoline engine. If interested, please write Wesley Grain Co., Thomas, Okla.

MISCELLANEOUS FOR SALE.

BRASS GRAIN TESTERS at rock bottom prices, three sizes. Write for circular. A. S. Garman & Sons, Akron, O.

FOR SALE—A 20 h. p. engine and boiler. Universal bolter and two smutters. Easy terms. Address Cussons, Stewartville, Minn.

FOR SALE—700-20 in. x 7 in. x 7 in. Buffalo elevator cups with malleable I brace. Second-hand. Good condition. Address Stephens & Tyler, 960 Monadnock Blk., Chicago, Ill.

CARD INDEX CABINETS at a bargain. 6 dwr. Globe \$5.10; 9 dwr. Library Bureau \$9; 12 dwr. Yawman & Erbe, \$10.80. Good condition. Round rods. Address 504 Traders Bldg., Chicago, Ill.

MISCELLANEOUS.

THE ONLY MONTHLY Magazine published for grain men, is the Grain Mans Guide. Send for sample copy. Grain Mans Guide Co., Decatur, Ill.

SALES SHIPMENTS and RETURNS BOOK

is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10¼ x 16¼ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car No. and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under Returns are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

No. 14AA contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

Price, \$2.00

GRAIN DEALERS JOURNAL
255 La Salle Street, Chicago.

MACHINES FOR SALE.

FOR SALE—One Marseilles Portable Elevator and Wagon Dump. E. I. King Co., Logan, Kans.

ALL THE MACHINERY for sale in a 50-barrel Case mill, including rolls, etc. Fred Schlientz & Sons, Brookville, O.

FOR SALE AT A BARGAIN one No. 3 Victor corn sheller in good repair. Address Pauls Valley Milling Co., Pauls Valley, I. T.

PORTABLE DUMP for sale. Will handle any kind of grain well and quickly. Just the thing for cribbing corn. Address Woodbury & Files, Muncie, Ind.

FOR SALE—5 Marseilles portable grain elevator and wagon dumps slightly used; also grain shovels. At a bargain. Address Harris, Scotten Co., 37 Board of Trade, Chicago, Ill.

SPECIAL BARGAINS.

One No. 2 Victor corn sheller; one No. 2½ Western corn sheller and cleaner combined; one iron clad cob crusher Robinson make, new; one No. 4 Western sheller, new; one No. 4 Monitor combined corn and grain separator, has wheat, oats and corn screens; good as new. Feed and attrition mills. Cleaners of all kinds. Oat clippers. Write for circulars No. 24. A. S. Garman & Sons, Akron, O.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

LIGHTNING SCALES, Hopper, Wagon, Pitless Dormant, Portable. K. C. Hay Press Co., 459 Mill St., Kansas City, Mo.

SCALE FOR SALE. Fifty-ton Howe track scale and platform timbers complete. Fine order; a bargain. Address The Detrick Milling Co., Tippecanoe City, Ohio.

SCALES—Track scales, wagon scales and platform scales, new; will sell them less than cost. Address A. F. Chase & Co., 420 3rd Ave., S. Minneapolis, Minn.

NEW AND SECOND-HAND Hopper, Platform, Wagon and Track Scales for sale. Get our prices. Satisfaction guaranteed. Beckman Bros., Des Moines, Iowa.

FOR SALE—8x22, 6 ton Fairbanks standard scale, bearings re-sharpened, re-sealed and guaranteed correct; \$50. Address The Musgrave Scale Co., Des Moines, Iowa.

THE STANDARD SCALES, for all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than the price. NOT IN THE TRUST. The Standard Scale & Supply Co., Station U., Chicago, Ill.

Clark's Car Register

Shows at a glance where to look for the record of any car of grain. It is made of heavy ledger paper, is well bound and indexed. Size 11 x 14½ in.

No. 40.	Contains spaces for 9000 cars	-	-	\$1.50
No. 42.	Contains spaces for 17000	-	-	2.50

GRAIN DEALERS JOURNAL
255 LA SALLE STREET CHICAGO, ILL.

STRAW FOR SALE.

RYE STRAW and clover for sale. Hartell & Martin, Pottersville, Mich.

HAY WANTED.

HAY and STRAW consigned to us receives our personal attention at Chicago or Milwaukee. Give us a trial. W. J. Armstrong Co.

WE WANT your shipments. It will pay you to send for our market report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

HAY WANTED—Can use 100 to 200 cars No. 2 and No. 3 timothy hay; also 100 cars threshed timothy hay. Give me a trial. Leo McDaniel, Commission Merchant, 613 Ohio St., Cairo, Ill.

QUICK SALES—PROMPT RETURNS—If you want these let your hay consignments go to S. G. Fairbank & Co., Richmond, Virginia. Draft with B-L attached for 75 per cent honored on all shipments.

MISCELLANEOUS.

WHAT did you think of the Frontispiece "Harmony" in the December number of the Grain Mans Guide? If you didn't see it, send for sample copy. Grain Mans Guide Co., Decatur, Ill.

VENTILATE YOUR EAR CORN: No matter how perfectly your corn keeps on the outside of the crib, it will keep better in the middle of the crib if you use Beale's Patent Movable Corn Crib Ventilators. Just the thing to make No. 2 corn. Reasonable terms. Address N. S. Beale, Patentee, Tama, Ia.

Secured Position.

Maurice Garrison of Atlantic, Iowa, writes: The first issue of the Grain Dealers Journal located me in a good position; and I have had several offers of good positions since from the advertisement.

Duplicating Scale Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets. The sheet is perforated so that each ticket can easily be removed.

Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt.; Price per Bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it.

800 tickets in each book, with a rubber stamp for quickly filling in name of buyer. Price \$1.25

Grain Dealers Company

255 La Salle Street Chicago, Ill.

SEEDS WANTED.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

CLOVER, TIMOTHY, RED TOP, ORCHARD GRASS SEED, etc., wanted in carloads. Address Wm. G. Scarlett & Co., Baltimore, Md.

TIMOTHY, CLOVER, ALSYKE, fancy red top, Hungarian. Contract prime grades, mixed cars. 3 to 5 cars wanted. Wm. F. Chick, Bangor, Me.

CLOVER SEED WANTED. Mail samples. Car lot or less. Will try and deal. Address Berne Grain & Hay Co., Berne, Ind.

WANTED—Fancy alfalfa, large German millet, amber and orange cane seeds in new bags, car lots. Send samples and quote delivered prices for February shipment to Ennis, Texas. Ennis Grain Co.

GRAIN WANTED.

BUCKWHEAT GRAIN WANTED. Address H. H. Emminga, Golden, Ill.

HOT CORN—We have a good market for hot corn. Wire us for bid. The Larowe Milling Co., Produce Exchange, New York.

MILLING wheat, corn, rye and buckwheat wanted. Send samples and we will make prompt offers. Address T. G. White Cereal Co., Cedar Rapids, Ia.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

SEEDS FOR SALE.

TIMOTHY SEED, \$1.35; Clover, \$6.60; Hay, \$6.00 ton. Geo. R. Wheeler, Victor, Ia.

KAFFIR CORN, MILLET AND CANE a specialty. Write for prices. J. G. Peppard, Kansas City, Mo.

SEEDS FOR SALE—Red, White and Alsike clover seed. Write for bargains. Milwaukee Produce Co., Milwaukee, Wis.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

WESTERN HEADQUARTERS for Alfalfa, Clover, Timothy, Millet, Sorghum and Kaffir Corn. Write for Prices Missouri Seed Co., Kansas City, Mo.

SEEDS BOUGHT AND SOLD. Clover, Timothy, Alfalfa and Millet seed bought and sold in any quantity. Send samples or orders to B. F. Adams, Peoria, Ill.

CARLOADS AND LESS: Red Clover, White Clover, Alsike, Kentucky Blue Grass, Red Top and Orchard Grass. Samples and quotations gladly furnished on application. Address W. H. Small & Co., Evansville, Ind.

GRAIN FOR SALE.

CORN, MILO MAIZE, KAFFIR corn and peanuts for sale. Address R. J. Bishop, Gage, Okla.

FOR SALE—2 cars Golden Vine field peas, 1 car genuine Spring rye and 1 car Silver Grey seed buckwheat. Ask for samples and prices. Address Will Curtis, Reed City, Mich.

Shippers' Record Book No. 20.

Is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads.

Price, \$1.75. Address

GRAIN DEALERS COMPANY, 255 LA SALLE ST., CHICAGO, ILL.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One and $\frac{50}{100}$ Dollars (\$1.50) for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

Name of firm.....

Post Office.....

Capacity of Elevator.....

.....bus.

State.....

THE HESS DRIER

PRODUCES

Ninety-five Per Cent

of all the

KILN DRIED CORN

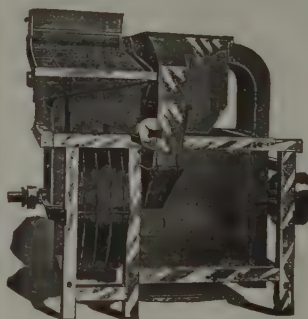
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FREE BOOKLET SEND FOR ONE

HESS WARMING & VENTILATING CO.

707 Tacoma Building
CHICAGO

INVINCIBLE OAT CLIPPER



This is the way it earns money for you.

1. Less power used.
2. Capacity greatest for power and space used.
3. Life of machine longer.
4. Less attention needed.
5. Better quality of work done.

It excels all on these points.

This machine has the greatest capacity with a minimum shrinkage. It has large, wide shoes and great clipping surface. Made of all iron and steel. Capacity 2,400 bushels per hour. Write us about it.

Invincible Grain Cleaner Co.

Silver Creek, N. Y.

REPRESENTED BY

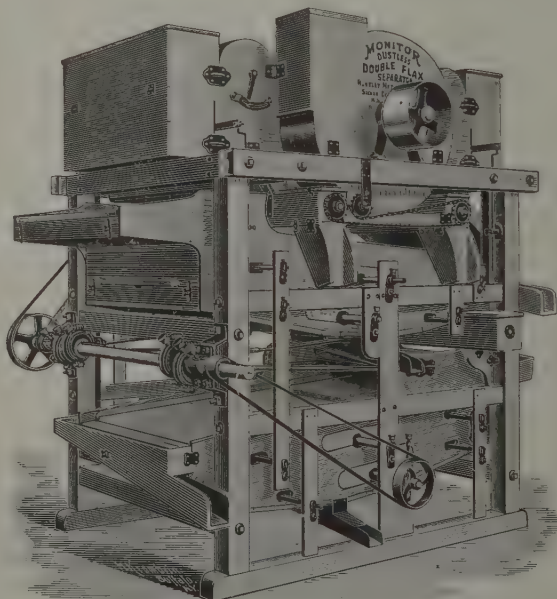
Geo. J. Noth, 406 Traders Bldg., Chicago, Ill.
Edw. A. Ordway, 512 Exchange Bldg., Kansas City, Mo.
J. N. Bacon, Balcherne Block, Indianapolis, Ind.

N. W. REPRESENTATIVES

Strong & Northway Mfg. Co., Minneapolis, Minn.

Two Machines in One Frame

STYLE A



The Monitor Double Flax Separator

STYLE A represents the highest efficiency in flax cleaning machinery. Best possible material is used in the construction. Has double capacity. Runs quiet and steady without pound, shake or jar. Equipped throughout with automatic sieve cleaners. Shipped complete ready for driving belt.

Huntley Mfg. Co., Silver Creek, N. Y.

Gentlemen:—Answering your favor of the 19th inst. we take pleasure in saying that we purchased one of your large Flax Cleaning Machines about a year ago and the same has been used in our Mills since that time. The machine does the work in a first class manner and we find same entirely satisfactory.

Yours truly

Red Wing, Minn., May 21.

RED WING LINSEED MILLS.

Huntley Mfg. Co., Silver Creek, N. Y.

Gentlemen:—The Flax Cleaner installed in our Elevator by Honstain Bird Co., of Minneapolis, Minn., has given us the best of satisfaction both for flax and grain. It is a good cleaner.

FARMERS ELEVATOR CO., M. V. Zinwell, Pres.

Northwood, N. Dak., May 25.

Monitor Flax Separators are made in five different styles. Send today for Treatise on Flax Cleaning, which goes into details and illustrates the different styles.

Huntley Mfg. Company

Silver Creek, N. Y.

BRANCH OFFICES:

302 Traders Bldg., Chicago, Ill., F. M. Smith, Agent.
316-318 4th Ave., So. Minneapolis, Minn., A. F. Shuler, Agt.
121 Front St., New York, N. Y., J. W. Perrine, Agent.
34-40 Beale St., San Francisco, Cal., Berger-Carter Co., Pacific Coast Agents.
Hotel Savoy, Kansas City, Mo., H. C. Draver, Southwestern Agt.



SOLO MARKS SIGNIFYING QUALITY
OF CIRCULATION HAVE BEEN
AWARDED THE GRAIN DEALERS
JOURNAL BY THE AMERICAN
NEWSPAPER DIRECTORY

GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month

by the

Grain Dealers Company

255 La Salle Street, Chicago, Ill.

CHARLES S. CLARK,
Manager.

Subscription Rates

To United States, Canada, and Mexico One
Year \$1.50; Six Months 75 cents.
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A Red Wrapper on your Journal means
your subscription has expired.

The Advertising

value of The Grain Dealers Journal as a medium
for reaching the grain dealers and elevator
men of the country is unquestioned.
The character and number of advertisements
in its columns tell of its worth. If you would
be classed with the leading firms, place your
announcements in the leading Journal.

Letters

on subjects of interest to those engaged in
the grain trade, news items and crop reports
are always welcome.

Entered at Chicago, Ill., Post Office as
Second-Class Matter.

CHICAGO, ILL., DECEMBER 10, 1905.

NEARLY time for some wild-eyed
bull to kill the winter wheat crop.

IT SHOULD not need an investigation
and the accompanying publicity to kill the
free seed graft.

SORTING out the bad corn before it
reaches the sheller will generally pay
more than 100 per cent profit on the services
of the pickers. Try it.

ONLY by testing your scales frequently
can you be sure they weigh correctly.
Can you afford to guess on the weight of
what you buy or load into a car?

ALL the fire hydrants in the vicinity
of your elevator may freeze solid, but the
water in your fire barrels will not congeal
if you mix calcium chloride with it in the
proper proportion.

FORGED Bs-L caught two Minneapolis
receivers for small amounts last week,
but fortunately the forger has been arrested.
In these days of long delays of
shipments the forger has ample time to
get out of the country before his crime
is discovered.

OVERHAULING and remodeling an
old elevator often costs more than the
erection of a new elevator, in which are
incorporated the latest and best ideas, and
the work done by the old seldom equals
that of the new, either in the quantity,
quality or cost.

THE more dust you permit to accumulate
about your elevator, the more you
increase the fire hazard. If insured in a
mutual company you also increase the
cost of insurance.

DULUTH'S grain receiving firm convicted
of skimming returns to shippers is
no more and it is sincerely to be hoped
every other firm indulging in such stealing
will meet with even hastier destruction.

PLACE no machinery in the dark corners
of your basement if you want your
help to watch and lubricate it frequently.
The more accessible your machinery, the
better care it will have and the fewer fires
will it start.

DO not sell subject to destination
weights. It is entirely too indefinite and
can not be taken to mean the weights of
market to which you start the shipment.
Specify the market, then you know what
you are doing.

PLACE your elevator and grain insurance
with mutual companies, making a
specialty of this business, and you will be
able to collect your insurance in case of a
fire and, what is more, you will get your
insurance at cost.

CLEANING grain before shipment will
generally insure a higher test weight as
well as a higher price. Provide yourself
with the inspection rules, a tester and a
cleaner. Their intelligent use will soon
bring back their cost.

LACK of system in keeping your accounts
with farmers and receivers is very
sure to prove very expensive, as well as
embarrassing, for those with whom you
do business will not hesitate to tell you
of your errors or omissions when they
count against them.

SENATOR McCumber is back in
Washington with another bill providing
for federal inspection of grain. He is not
supported in his demand for such legislation
either by the administration or the
farmers; the agitation is merely an effort
to satisfy an old hobby.

AFTER reading the grain inspection
rules proposed by Chicago's Chief Grain
Inspector and published in the Nov. 10th
number of the Grain Dealers Journal
write him what you think of them. If
you have any criticism to offer, send it
now before new rules are adopted.

CORN is arriving in such bad condition
that it behooves shippers to watch
carefully corn as it is being loaded and
keep at home all which they are not sure
will carry well. Shippers to every market
are suffering losses. The conditions
existing at Toledo, as is outlined by Mr.
Kress in this number, does not differ
greatly from other markets. If you will
persist in taking unnecessary chances you
must expect to encounter heavy losses.

THE 120 per cent B-L which the trunk
line carriers had hoped to force upon all
shippers is being accepted by some shippers
without protest, and evidently without
thought of the handicap they are permitting
to be placed upon their business. The
B-L Committee agreed to withdraw the
objectionable bill.

SHUD rail rates be advanced before
you get those long-wanted cars it might
have the effect of increasing the cost of
grain you are forced to hold in store.
Every grain shipper is in favor of steady
freight rates, which he can depend upon.
An advance frequently cuts him out of
what seemed to be a sure profit.

A FEED mill promises to be just as
profitable an investment for the elevator
man this season as ever. Before buying,
however, it is well to consider carefully
how much power will be needed. Recently
we have learned of purchasers of attrition
mills who were unable to use them
until installing more power.

CINCINNATI receivers are agreed
upon the necessity of establishing a grain
weighing department, to be operated under
the supervision of the Chamber of
Commerce, and as the proposition has received
their active attention for some time,
definite action is likely to be taken
by the Board of Directors tomorrow.

THE switching charge extortion is another
form of discrimination which has been
tolerated so long by the shipping public
some carriers now seem to be firmly
convinced they have a right to maintain
it notwithstanding it works as a direct
discrimination in favor of their favorite
receiving houses. Shippers shud
protest against being charged two dollars
by the carrier for the privilege of consigning
their grain to whomsoever they please.

ACCIDENTS in grain elevators are
becoming more and more numerous as is
emphasized by the distressing accidents
recounted each number in our news columns.
That in the Ohio column this number
should serve to prompt readers to guard
in every way possible set screws on
shafting. It is a very simple matter
to reduce this danger and it would seem
that the workmen would put up guards
even tho they consider only the welfare
and feelings of their own family.

ANY laws Congress may enact providing
for the regulation of freight rates
will have no bearing on intra-state rates,
and the large shippers may get enough
favors in the way of cut rates on shipments
within the state to give them a great
advantage over weak competitors. It will
take many years of careful law-making
to place a permanent check on all
freight rate discrimination. However, it
is the only way a square deal can ever be
obtained at the hands of the railroads.

RECEIVERS at interior central markets are complaining that the low thru rates to the seaboard from Missouri river points puts them out of business for the time being. This may be due to their inability to understand the true science of rate making—"an occult calling" used by the antis to befuddle the conservatives. Congress alone can give the relief needed.

WRITE and telegraf your representatives in Congress often if you wish a square deal at the hands of the transportation companies. Unless the Interstate Commerce Commission is empowered to place a permanent check on discrimination it will not long be a question of Shall the Government Regulate the Railroads? but rather Shall Favored Shippers Permit Others to Continue in Business? If you have any preference in the matter let your voice be heard.

CLIPPING wheat increases the test weight and raises the grade in central markets, but millers who look upon any one of the thirteen different processes for bleaching flour as legitimate, denounce such clipping by the grain dealers as a dishonest attempt at fraudulent deception. Of course, it is all right for the miller to clip his own wheat, even tho he do it with a smutter. Clipping, cleaning, mixing and purifying will be practiced by grain elevator men so long as such treatment of their grain will insure a greater profit.

READERS of the Journal who read in these columns several years ago about the Southern Indiana Grain Company of Sellersburg, Ind., and the savings bank which it owned and used as a reference will be delighted to learn that after the lapse of years a federal grand jury has seen fit to indict Robert E. Pickrell and James H. Waters of Sellersburg on a charge of fraud. Several shippers suffered heavy losses at the time, but the shrewd schemers were soon given so much publicity the grain shippers ignored them and their high prices. Justice is surely very slow.

FLAXSEED has impressed a number of North and South Dakota dealers with its ability to run down hill recently. In fact their elevators and warehouses have not been strong enough to hold it in check. Not only has it burst out the side of bins and taken studding and entire sections of buildings, but when it goes down it spreads all over the surrounding territory and does not hesitate to push cars, loaded or empty, out of its way. This seed seems to be one of the most difficult to retain of any grain elevator men store in bulk. When you have any large quantity of it place it in the strongest bin at your command.

ELEVATOR companies who expect to secure intelligent, faithful managers of country stations six to nine months of the year for \$30 to \$40 a month, must count on being frequently badly disappointed. It may be that some are not worth any more, but more competent men will not be attracted to this field of labor until fair compensation can be obtained.

COUNTRY elevator men who seek to make money thru the use of oat clippers cannot hope to attain success unless they will use their heads as well as their machines. Clipping bright, heavy oats or cutting them in two, as some of them do, and throwing away much good material is not likely to prove a profitable operation, altho some persist in such careless methods until convinced that "the machine is no good." The mechanical regulation of an oat clipper is a very simple matter to any one who will give it a little attention, but the profitable use of oat clippers is another matter.

CAR SITUATION BECOMING MORE DISTRESSING.

Complaints of scarcity of cars come from all sections of this country and Canada. Shippers of the Southwest have held indignation meetings and gone to the extremity of dumping their grain on the ground and demanding a bill of lading. In the Northwest after filling their elevators and loading all cars in sight they have used their entire time trying to get more cars. Not caring to send the farmers back home with their grain, they have filled their houses to the roofs until it is said over 3,000 elevators of the Northwest have not room for one single bushel more of grain.

In North and South Dakota elevator owners have been particularly unfortunate in that not less than 25 houses have burst, and some of these have collapsed, spilling their entire contents over the surrounding territory. Every shipper recognizes that each carrier would be tickled to death to move all the grain in sight if it had the cars and motive power to do the work, but they seem utterly unable to cope with the situation. At many stations in the Southwest the ground is covered with grain yet all available cars are kept in use.

The more vigorous shippers are in protesting against being forced out of business each season from lack of proper railroad facilities the more likely are the railroads to provide the needed accommodations. It is complained in some sections, and no doubt with reasonable cause, that carriers are devoting their entire attention to moving freight of higher classes than grain and hay, hoping to be able to give attention to these commodities a little later. If any would be shipper can give positive evidence in support of such complaints no doubt if he uses it right he will be able to get cars soon. Shippers who have sold for early deliveries, despite our frequent warnings, are very likely to suffer heavy losses unless buyers are merciful. The fact that the railroads are the real offenders does not protect the buyers from losses.

ELEVATOR allowances, according to the President's message, "shud be stopped, for they have now grown to such an extent that they are demoralizing and are used as rebates." In other words, the allowances give the favorites a great advantage over all others. Do you get one? Are you willing to be handicapped by such discrimination?

INCENDIARY fires are becoming so numerous it would seem advisable for every state to follow the example of Ohio and appoint a fire marshal whose duty it shall be to investigate the causes and conditions accompanying each fire. Frequently the men who suffer by fire are so badly handicapped they have not funds to prosecute an investigation of the cause. Investigations by experts, who soon become experienced in this line of work, have resulted in a saving to insurance companies on dishonest losses and a saving to the state in preventing the destruction of other property.

DISSOLUTION OF THE NEBRASKA ASSOCIATION.

The dissolution of the Nebraska Ass'n is quite certain to prove detrimental not only to the interests of the grain dealers of the state but also to the interests of the grain growers. This Ass'n has included a greater percentage of the grain elevators of the state than any other state organization. The reforms affected in the business far more than offset the entire margins of today. It has brought the dealers of the state in close touch with one another and thereby built up an acquaintance which raised them far above the level of the grain dealer who, in the pioneer days of the trade in that state, were not content to fight alone by overbidding but occasionally used their fists.

Overbidding which results in the ruin of one or more country elevator men may work to the temporary profit of a few farmers, but in the end the growers suffer from competition of this character as well as the dealers. They cannot afford to encourage it any more than can the local merchants or bankers who supply funds to the buyers.

It would seem possible for the Nebraska dealers to organize an Ass'n for the promotion of their mutual business interests and the cause of good fellowship. Secret meetings, either of the board of directors or members, would not be necessary and publicity to the proceedings of the conventions would soon set at rest false charges as to its being a "greedy trust."

It is not likely that the trade will ever be pestered as in years gone by with scoopers, but the business can easily be robbed of all honest profits by cut throat competition. The more friendly the relations sustained by the dealers of any locality the less will the business of that community suffer as the result of unbusiness-like methods.

The dissolution of the Nebraska Ass'n, which was announced in these columns last month, was due principally to the agitation stirred up by an ex-member of the governing board, who is very likely to get the small reward generally reaped by spite workers.

INDIANA'S Railroad Commission has called a hearing of shippers and railroad men at the State Capitol next Friday to consider the interchange of switching facilities between railroads at junction and terminal points within the state. Such service should be rendered by all carriers whenever requested, if the business of the state is to be facilitated and promoted. In nearly every state carriers are prompted in this matter solely by their selfish interests without any regard whatever for the rights of would-be shippers. It is indeed a hopeful sign that this matter is being taken up by an official body which has power to regulate it.

[readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

[Ans.—The number of pounds in a measured bushel of speltz varies from 33 to 35 pounds depending upon the number of hulls contained in the grain, which is a cross between wheat and rye.]

Grain Dealers Journal: If I am correctly informed, oats which grade No. 3 white out of Toledo, grade N. E. G. in Philadelphia. It would seem that since these inspectors have frequent meetings and are not so very far apart, they ought to be able to get these grades so that oats grading No. 3 white at Toledo will be inspected No. 3 white at Buffalo, Philadelphia and any other market.—C. M.

Grain Dealers Journal: In the Journal for Nov. 25, page 631, is an article on keeping water from freezing, and I would like to know where I can get calcium chloride. [Calcium chloride is offered by two manufacturers, Jas. H. Rhodes & Co. and the Carbondale Chemical Co., see advertising columns of the Journal.]

I have been looking for just something like it to keep my tank from freezing, for our elevator is very cold in winter.—
A. K. Zinn, Galesburg, Mich.

Grain Dealers Journal: In the Grain Dealers Journal of July 10, 1905, on page 60, there is a decision of the Supreme Court of Indiana in regard to corn put in elevator without any instructions from farmer. I am the James Thompson who received the corn and whose elevator was burned. I ask if the decision is in line with former decisions of the courts? I would like to have the opinions of grain dealers on this particular case, defining how far the elevator is responsible in such cases.—James Thompson, La Fayette, Ind.

Corn receipts for the present crop year prior to Dec. 11 have been 77,298,000 bus., compared with 68,724,000 bus. for the corresponding period of last year.

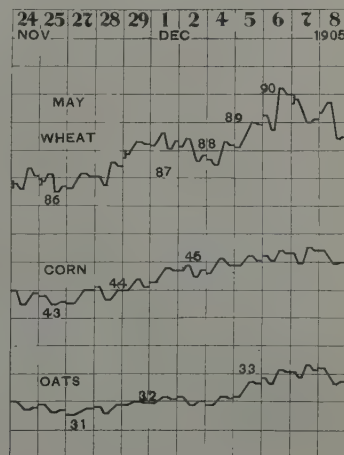
On the occasion of the awarding of the prizes to the contestants in the Nebraska corn growing contest, at Lincoln, on December 15th, will be held one of the most unique banquets ever given since epicurean feasts have busied man's ingenuity.

The banquet is to be given to 500 boys and girls of the Nebraska public schools who planted corn in the contest conducted by the state department of public instruction. Secretary of Agriculture Wilson is to be guest of honor, and many noted men of Nebraska will be present. The menu of the fantastic banquet follows:

Corn soup.
Popcorn float. Corn relish.
Hot corn tamales.
Hulled corn with state farm cream.
State farm corn-fed beef a la challenger.
Nebraska white prize hot cornbread
with state farm student corn butter.
Aunt Chlo's corn pone.
Granulated hominy grits.
Croquettes en surprise.
Reid's yellow dent johnny cake
with milk.
Baked Indian corn pudding.
Cream of corn sauce.
Molded corn ice cream.
Corn meal wafers. Golden corn cake.
Corn coffee.
Corn husk cigarettes.

John B. Daish, Pres. of the American Shippers Ass'n, recently delivered an address on "Railroad Rates" before the New Orleans Board of Trade.

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for two weeks prior to Dec. 9 are given on the chart herewith.



Crop Reports

CANADA. Toronto, Ont.: Fall wheat is reported of good quality, but some report it rather shrunken and light in weight. Most of the injury comes from heavy rains during latter part of harvest altho all grains suffered somewhat from the hot weather during the ripening state. Some complaint of rust, but very little from Hessian fly or other insects. Spring wheat is rated from medium to very good, with no complaints of being under weight. The barley crop is above the average in both yield and quality. Some fields injured by rain, but most of the grain of good color: is considered the best grain crop of the year. Oats suffered more from rain than wheat or barley, because of ripening later. The rye crop, where grown, turned out fairly well. Some poor fields of corn reported, but returns show an average yield. The season for maturing corn was late but there was little damage from frost and the plant was well cobbled. Condition of beans vary from light to good. Early sown did better than those planted later. Yield and quality of peas about up to the average, with little injury from weevil, which has done much havoc during past 2 or 3 years. Rains cause most damage to the crop. Ontario Dept. of Agri.

DELAWARE. Farmington: The corn crop was fairly heavy this year. The wheat was light and poor. No rye or oats raised to speak of. C. H. Simmons.

ILLINOIS. Seneca: Considerable shelled corn moving here now, which keeps us very busy. M. J. Hogan.—Sciota: The grain outlook is fine. Corn in fine shape but farmers want 40 cents and are shelling slow. Oat crop about two-thirds moved; weight good. Barley bleached. E. E. Sapp.

IOWA. Des Moines: Reports received from grain dealers Dec. 1 indicate an average yield of 40½ bus. of corn per acre for the state and that 5 per cent of the acreage planted to corn failed to mature a crop because of unfavorable soil conditions; that there are 80 per cent as many cattle and 102 per cent as many hogs being fed at the present time as last year at the same date; and that 55 per cent of the oat crop has been marketed by farmers. The corn crop south of the main line of the C. & N. W. Ry. is hardly equal to last year owing to excessive rains in June, but the north-easterly part of the state has unquestionably produced a bumper crop and in localities where very low yield have been grown for the past 2 or 3 years. The fact that the reports, as received, are not equally divided as to different districts and that possibly that most reports are received from localities having largest yields, may result in showing too large an average yield. Geo. A. Wells, secy. Iowa Grain Dealers Ass'n.

KANSAS. Greeley: Corn averaged 25 bus. per acre. Most of the crop will be used for feeding. Greeley Milling Co.—Dalton: Wheat was got in in fine shape and looks well to go into the winter. A. C. Whealy, mgr. Wellington Milling & Eltr. Co.

KENTUCKY. Winchester: Fall sown grain looks well. Most of the wheat is out of farmers' hands. Goff & Bush.—Versailles: The outlook for the growing crop in Woodford county is fair. An average acreage was planted and the wheat came up very nicely, in fact it looked as if every grain sprouted, but during Nov. very little growth was made. The late rains have been of very great benefit to the wheat and the present outlook indicates an average crop. J. Andrew Cain, of Cain & Rout.

MICHIGAN. Kalamazoo: Corn and wheat would move quite free with us if we had cars to move it. Most of the wheat will be in by Jan. 1, provided we get cars to move it. A. K. Zinn.

MINNESOTA. Wood Lake: Wheat average 18 bus. per acre; grades No. 1 and No. 2. Corn yielded 50 to 60 bus. per acre. About 50 per cent of the crop is still in farmers' hands. No. 1 wheat

selling at 75 cents. Farmers feel good. John F. Rodeck, agt. Interstate Eltr. Co.

MISSOURI. Edina: The corn crop is about an average in yield but 10 per cent larger acreage. Will all be fed here, making just about enough for our needs. J. L. Connaugh.—Clatsop: Corn in this locality is damaged about 10 per cent and the yield short 20 per cent from estimate. No corn will be shipped from here this season. It is selling now at 35 cents to feeders. Cline & Cline.—Carrollton: Our corn crop has been damaged 50 per cent by wind and rain, and the best will grade No. 3. Every one is busy gathering and it is rather early to speak positively about the yield, but it is not up to estimate: about 25 to 30 bus. We have a fair crop however taking it all around. Stipp & Co.—McCracken: No corn for shipment this year. Will probably ship corn in, as this is a feeding point; not more than enough to meet the local demand. S. G. McCracken.

NEBRASKA. Clay Center: A hail storm in the northern and eastern half of our territory in July cut the general yield and we will have about 25 bus. per acre on the entire territory. Most of it is of very good quality, altho some is down and injured by rotting in the ear, so that but few fields will grade above No. 3 when on the market. Fall wheat was put in in good season and the weather has been quite favorable since. Recent rains insure plenty of moisture for the winter which makes the prospects good for the coming crop. Prices have been very satisfactory for the farmers all fall, yet about 50 per cent of the crop remains in farmers' hands. McConaughy Grain Co.—Papillon: About 75 per cent of the corn crop was gathered by Nov. 21 and completed by Dec. 1. The quality is below the average. Most fields show rotten tops and the crop is down badly. Many light and chaffy ears. Average yield about 32 bus. A. W. Clarke.—Red Cloud: Average yield of corn 35 bus. per acre. Corn movement very slow owing to ability of farmers to hold their grain. J. P. Delaney.—Rushville: Average yield of corn 25 bus., rye 18 bus. and wheat from 25 to 30 bus. per acre. Agt. Nye-Schneider-Fowler Co.—Aurora: Reports indicate a 40 bus. per acre yield of corn throughout this county. Quality good. About 75 per cent of the corn is already in the crib; movement to market has not commenced yet to any extent. Feeders are taking some snapped corn and some ear corn also. About 40 cents per hundred pounds is the prevailing price for snapped or ear (husked) corn; 29 cents is eltr. price, shelled. At present prices the movement will not be free at any time; 30 cents would buy considerable No. 3 shelled corn. I. D. Jones.—Allen: The crop is about 20 per cent short here this season. Chas. Lovell, agt. Atlas Eltr. Co.—Curtis: Our corn is good and variously estimated at from 35 to 50 bus. per acre; I think about 40 bus. will be a large yield for the best of it. The quality is good, and after we get some cold weather to freeze it dry there will be lots of No. 2 corn. A. B. Cady, agt. W. H. Ferguson.—Fullerton: The quality of corn here is good, but the yield is not so good. Doubt very much if the yield will be better than 30 bus. on an average, while last year we had a yield of 40 bus., or better. Ed. Reynolds, agt.—Nelson: In my recent report on the crops the average yield of corn should have been 35 bus. instead of 35 bus. I. Manion.

NORTH DAKOTA. Voss: Wheat and flax are an average yield in this territory; about 16 bus. per acre and about 65 per cent of a crop marketed; most all grade No. 1. N. E. Peoulier, agt. Andrews & Gage.

OHIO. Dorset: Corn in our vicinity is about two-thirds of a crop. The wet weather early in the spring retarded it to some extent. Those who got a good stand of corn have a good crop. Mostly all husked at present. The farmers have most of their corn ground with oats, cobs and all. Dorset Milling Co.—Waverly: The corn crop in this section is not at all satisfactory. High waters in the spring along the Sciota river delayed planting until quite late and the corn is chaffy and light in yield. Corn fields that were supposed to make 70 and 75 bus. per acre are yielding 35 to 40 bus. per acre and on the uplands there is scarcely any corn. Agt. W. E. Leake, of Pee Pee Milling Co.—Columbus: Weather conditions during past month have been very favorable for growing

wheat, and the grain on Dec. 1 now showed a gain of 1 point over the fine condition a month previous. The present condition is 88 per cent of an average. This excellent condition is general over the state, but 6 counties showing an average of less than 90 per cent, while some are better than the average. Fields are covered with a fine stand, the plant is well rooted and is in good condition to stand the severe weather. The damage by Hessian fly is very slight and is almost entirely in early sown areas. About the same percentage sold as soon as threshed as last year. Altho the corn area is 127,460 acres less than for last year the total crop is 17,347,991 bus. more, caused by the high average yield per acre, which was 38 bus. or 7 bus. per acre more than last year. Excessive rains delayed planting and the crop generally was late, but with the excellent weather condition it was cribbed in good condition. The total estimate of yield is 109,341,439 bus. and the average cribbing began Oct. 17. Ohio Dept. of Agri.

TENNESSEE. Nashville: The acreage of wheat planted this fall was 2 per cent more than average, estimates the Commissioner of Agriculture. The receipts by the dept. from fertilizer tags already this season have reached \$19,000, compared with \$15,588 for the season of 1904, showing a considerable increase in acreage.—Union City: A large wheat crop is sown and it is coming up nicely, but has some fly in it. Corn is about gathered; the crop was short and is bringing 40 cents. No. 2 wheat is bringing 90 cents. S. S. Alexander.

TEXAS. Garland: Wheat in this section is looking fine and some more than an average is sown. Corn is selling on the market at 40 to 45 cents for white. Cotton \$11.50, basis middling; cotton seed \$11.50 to \$12.50 per ton. These prices prevent very much wheat being sown. G. W. Crossman.—Dallas: The fall planting is over and most of the wheat and oats planted have made a fine stand. The fields over the state present a solid green appearance and in many instances there are several thousands of acres of grain planted to one field. In the southern portion of the state some fears have been entertained that the wheat would joint before there was a frost but a killing frost fell all over the state during the past week and grain people are in high good humor over the outlook for the spring crop. The fields present fine pasturage for cattle and from the present outlook there is a good chance for a fine crop of wheat next spring. J. S. W.

MICHIGAN CROP REPORT.

Lansing, Mich., Dec. 9.—The weather during November was practically normal in both temperature and precipitation, which made it very favorable for securing the crops. A large per cent of the corn is husked and the fodder is in excellent condition for feed. The wheat condition is 94, compared with the average. It made a fair growth during the fall and is in good condition for winter. Some fields have been damaged by Hessian fly, and in these the condition varies according to damage done.

The total amount of wheat marketed during Nov. by the farmers was 160,218 bus. to mills and 74,134 bus. to eltrs., making a total of 234,352 bus. The amount marketed during the four months prior to Dec. 1 was 1,512,859 bus., which is 968,263 bus. more than reported marketed for the same months last year. At 30 eltrs. and mills from which reports were received no wheat was marketed during Nov.

The condition of rye is 92 as compared with an average.—Geo. A. Prescott, Secy. of State.

GOVERNMENT CROP REPORT.

Washington, D. C., Dec. 11.—The crop reporting board of the Dept. of Agri. estimates the area of winter wheat 31,341,000 acres, an increase of 0.6 per cent over the area sown in the fall of 1904. The general average condition of the growing wheat crop on Dec. 1 is estimated at 94.1; compared with 82.9 for 1904, 86.6 in 1903 and a 10-year average of 91.5.

The condition of winter rye on Dec. 1 is estimated at 95.9, compared with 90.5 for 1904, 92.7 for 1903, and a 10-year average of 95.8.

The final estimates of the total acreages of products and of farm values will be issued by the Dept. on Dec. 20.

Disposal of Rejected Shipments.

BY A. M. P.

The resale of grain in terminal markets, after it has been shipped to apply on a contract and refused, is a "hard proposition;" that is, if the original sale has been made directly by the shipper, and in the long run losses will be much lighter if settlement can be made with the original consignees on a reasonable basis.

Commission houses are always ready to accept the responsibility of having such cars turned over to them, but they do not "hanker" after this class of business, and for a number of reasons. One of these is that the grain is almost certain to net much less than the shipper expected to obtain for it, and its sale on any terms which will suit him is usually

their being notified promptly by wire of any refusals and of the discounts demanded. This will enable them to take steps at once either to effect a settlement or to have the grain handled by a commission house on the following day.

Among those who prefer the latter course, it is quite customary, also, to give standing orders to have their grain that is refused by track bidders turned over at once to some specified firm of brokers to be handled for their account, arrangements being made to have bills of lading delivered to the latter and drafts paid by them. Whichever method is pursued, however, the essential thing is to act promptly and to avoid the risks of the market as far as possible.



Carrying Grain Out of Wreck of John Pietz's Elevator at Eureka, S. D.

a difficult matter; because its refusal on contract has ordinarily been brought about either by a decline in the market or by an actual difference in quality. The latter is a fault which will always be overlooked if prices are *advancing*, but when the contrary is the case buyers are not slow to pick flaws in the quality of each and every car received by them. At the same time, regular shippers or those who can turn considerable grain to a firm of track bidders, when they are satisfied with the treatment accorded them, are usually able to have cars that are refused applied on contracts at very small discounts,—possibly no more, or less, than the commission would be if the grain were turned over to a broker to handle.

One of the difficulties in the way of settlements of this kind is the delay which frequently occurs, through an interchange of messages between the consignor and consignee, often resulting in a loss of several cents per bushel on a declining market. To avoid this, dealers should insist upon having the samples from their cars passed upon immediately after the arrival and inspection of the grain, and upon

Collapse of Elevator at Eureka, S. D.

The car famine in the Northwest and the almost inevitable overloading of houses which follows, is subjecting many grain elevators of that section to a severe stress.

At Eureka, S. D., Nov. 20, John Pietz's elevator gave way, with the results shown in the two views of the wrecked plant given herewith.

The warehouse was supported by posts standing 4 feet from the ground. Mr. Pietz, unable to get cars to ship, loaded up and loaded up with wheat till the weight became too great, and the posts laid over on the ground. The collapsing of the stilt-like foundation was accompanied by the bursting of the sides and 12,000 bushels of wheat were poured on the ground. A box car loaded with grain, standing on the siding near the structure, was overturned by the rush of grain. A liberal scoop-shovel, bag and wagon brigade was formed and the weather being dry, the loss of grain was comparatively slight. A new elevator to replace the wrecked structure will be built by Mr. Pietz the coming spring.

Texas rice millers are compelled to find a market abroad for their rice bran on account of the exactions of the pure food laws.

Senators Mitchell of Oregon and Burton of Kansas, both of whom have been sentenced to jail, will be omitted from all committees in the reorganization of the U. S. Senate. This will surely distress the honest Depew and Reed Smoot.

The crop reporting bureau of the Dept. of Agri. may be abolished at the recommendation of the Keep Commission which is endeavoring to reduce departmental service to a basis of efficiency and economy. It is reported that the Commission will advise the distribution of the work now being done by the bureau between the weather bureau and the census bureau. Fuller and more accurate reports of crop conditions could be obtained through the former and the facts concerning the acreage thru the special agents of the census bureau.



One of Dakota's Bursting Elevators.—House of John Pietz at Eureka, S. D.

Baltimore's New Chamber of Commerce Building.



OPENING OF NEW CHAMBER OF COMMERCE AT BALTIMORE.

November 25, 1905 will long be a red letter day in the annals of the Baltimore Chamber of Commerce, for then were held the ceremonies attending the opening of its new building.

The new building was erected by the Chamber of Commerce Building Company whose stock is held by members of the Exchange, who now number over 380. It occupies the foundation of the old structure, destroyed in the great conflagration of February 1904, which burned over two thousand business structures.

The new building is surrounded by open space. Water Street being in front; Commerce Street, which was formerly known as Holliday Street, on west; Custom House Avenue, formerly known as Post Office Avenue, on the east, and a 15-foot alley in the rear.

The new building which fronts on three streets, with an entrance on each street, is a four-story structure of roebbling fireproof construction. It has a steel frame and its exterior surface is of brick. Double tiers of fireproof vaults extending up from the basement afford a vault for each office. The woodwork throughout is of mahogany finish.

Asbestolithic flooring has been used in entry ways, basement, halls and closets, affording a floor which is not only noiseless and fireproof but easy to walk upon. The building has its own power and electric light plant.

In addition to the fourth floor, which is given over to the Exchange Hall and offices of the Exchange, the building contains 80 offices. It is occupied mostly by grain receivers and exporters, transportation and insurance men.

Most of the fourth floor is given over

to the large Exchange Hall where is the pit, the telegraph offices, sample tables, weather chart and blackboards. At one end of the Hall, which has a very high ceiling, are smoking room, Secretary's room, maritime department, president's room, directors' room, committee rooms, inspector's office and sample room. Three elevators are provided for the accommodation of tenants.

The Exchange Hall had been beautifully decorated with palms, shrubs, ferns, flags and banners and some of the offices throughout the building were decorated with gorgeous vases of cut-flowers. As the hour of noon approached many ladies made their appearance on 'Change and were escorted to seats in the south end facing the rostrum.

Men of local prominence and also grain merchants from afar were present representing different bodies. Among others were: Henry L. Goemann, representing the Grain Dealers National Ass'n; H. M. Whitney, Pres. of the Boston Chamber of Commerce; Grenville Perrin, Pres. of the New York Produce Exchange; Jas. L. King of the Commercial Exchange, Philadelphia; Geo. E. Bartol, Pres. of the Philadelphia Bourse; E. F. Reindollar, Pres. Penn. Miller's Ass'n, Tarrytown, Md.; and many others.

An informal reception was held by each member and every visitor was profuse in congratulations on the handsome new quarters of the Chamber.

Shortly after noon President Douglas M. Wiley gave the gong in the Exchange Hall a vigorous pounding and formally

began the proceedings attending the opening of the new building.

Mr. J. O. Norris, Pres. of the Building Committee told of some of the difficulties encountered in the erection of the new structure and of the efforts made to please all. In turning over the keys to the fourth floor of the building to the President of the Exchange he wished each member the most successful year of his business career.

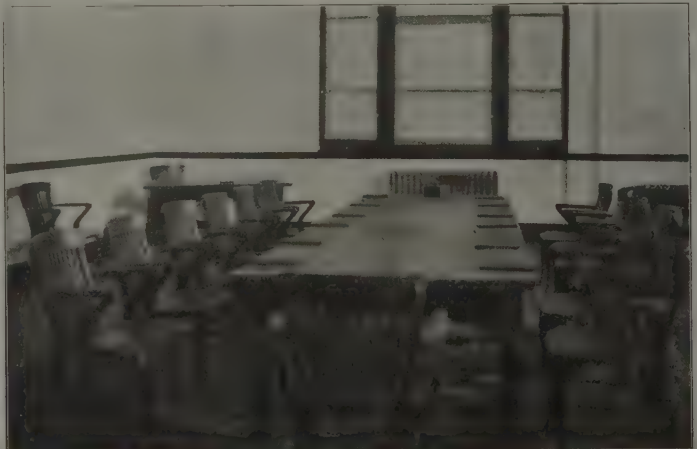
Pres. Wiley in accepting the keys to the new quarters of the Chamber of Commerce said:

PRESIDENT WYLIE'S RESPONSE.

"In welcoming our friends to-day may I venture to say we have seldom met as a Chamber of Commerce upon a more auspicious occasion. We are dedicating one of the handsomest buildings of its kind, under the most promising conditions; our members are gentlemen of integrity; we are working in harmony and we are all striving to emulate the long line of noble predecessors who have, by their diligence and probity, made us what we now are.

"We were organized in 1850 and incorporated in 1853, and by 1855 our wheat receipts were nearly 3,000,000 bushels, corn about 4,000,000 bushels and oats 1,500,000 bushels. Our first officers were: President, Nathan Tyson; vice-presidents, Thomas Levering and Thomas Whitridge; treasurer, Solomon B. Davis, and secretary, Francis White, and when our charter was secured, in March, 1866, the signers of the act of incorporation were Messrs. William S. Young, James R. Herbert, Thomas R. Matthews, Jr., S. Sprigg Belt, H. F. Turner, Thomas D. Loney, John B. Williams, James H. Melxel, W. W. Frush, Robert M. Wylie, W. R. Howard, George T. Kenly, W. T. Pitt, Harry McCoy and John H. Fowler.

"The erection of grain elevators revolutionized the time-honored system of private warehouses, and we can store 5,500,000 bushels, besides the 20,000 bushels an hour capacity of our floating elevators. Our recent appropriation of \$1,250,000 from the Government for the deepening of our channel guarantees to us unsurpassed water facilities and will probably make a necessity of what at the moment is exceedingly desirable at certain seasons—even greater elevator capacity, for we will soon be able to take care of vessels of deepest draft. "When the new docks are ready and our coming sewerage system completed Baltimore will become what it should be—the equal of any seaport city in the world.



The Directors' Room.

"Gentlemen, we have been tried 'as by fire;' may our intercourse with each other in this beautiful new building show that we have come out 'pure gold,' and may our motto ever be 'Each for the other and God for us all.'"

Judge Charles W. Heusler followed Mr. Wiley and praised most highly the enterprising and progressive spirit of the Chamber of Commerce which had resulted in the erection of such a magnificent structure on the ruins of its old home.

An inspection of the building and its conveniences followed.

THE BANQUET.

The ceremonies attending the opening of the new building of the Baltimore Chamber of Commerce were brot to a close with a grand banquet at the Merchants' Club nearby Saturday evening. Shortly after 7 o'clock 210 members of the Exchange and their friends were seated in the large banquet hall of the new Merchants' Club which was decorated with flags, festoons, palms, vines and cut flowers.

A string orchestra concealed behind a large bank of palms favored the banqueters with stirring airs. Each guest was presented with a souvenir menu card

tied with the silken cord of Maryland's colors.

MENU.

Cherrystone
Green Turtle (Clear)
Filet of Rockfish, Tartar Sauce
Julienne Potatoes
Tenderloin of Beef Pique, Mushrooms
Brussel Sprouts
Punch Chartreuse
Red Head Duck
Hominy Chafing Dish
Heart of Lettuce and Smithfield Ham
Fancy Ice Cream Cake
Fromage
Coffee
G. H. Mumm & Co.'s
Extra Dry
La Espanola Cigars
White Rock

A paper mache ear of corn life size and twice as natural well filled with punch was served to each guest. As quickly as the punch was separated from the corn the ear was made fast as the most desirable souvenir of the momentuous occasion.

According to the menu the following toasts were to constitute the program for the evening:

TOASTS.

STATE OF MARYLAND—HIS EX-

CELLENCY EDWIN WARFIELD, Governor of Maryland.

CITY OF BALTIMORE—HON. E. CLAY TIMANUS, Mayor of Baltimore.

BALTIMORE CHAMBER OF COMMERCE—George Whitlock.

TOASTMASTER—Douglas M. Wylie.

Senator Gorman, Grenville Perrin, Pres. of the New York Produce Exchange and Geo. E. Bartol, Pres. of the Bourse, Philadelphia, were called upon and entertained their auditors.

In the course of his address Pres. Douglas M. Wiley said:

ADDRESS OF PRESIDENT WYLIE.

"In multitude of counsellors there is safety." So through the ages there seems to have been in man's mind the idea of banding together with his fellows for mutual advantage in commercial life. Probably no stronger body of this kind was ever conceived than the Hansatic League, which dominated Northern Europe two centuries ago and whose battlemented warehouses and granaries may still be seen scattered throughout Scandinavia. This and similar companies were monopolies, backed at times by force of arms, but since then a broader spirit has prevailed and a more liberal policy advocated by shrewd, free merchants who affiliated



The New Building of the Baltimore Chamber of Commerce.

themselves with producers and manufacturers, making use of all means of information and quick to recognize that intellectual grasp and moral integrity are at the root of all success.

In our own land the first commercial organization that we know of was the New York Chamber of Commerce, the charter of which was obtained from King George III in 1770. The history of that institution has been dignified throughout its long life and to-day it is more vigorous than ever and still stands for an aggressive policy in all matters commercial.

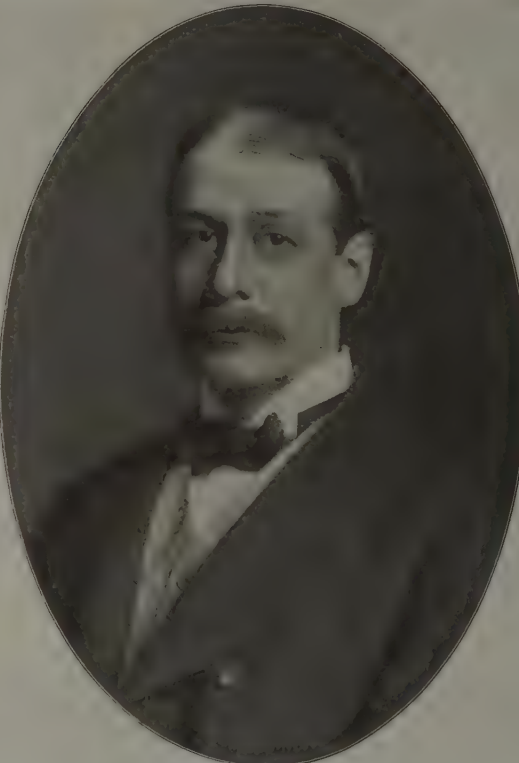
Our city in early days gained world fame as a milling center and it was from the flour-mill operators and those trading with them that the first demand for an exchange or board of trade came here; this demand was met in 1850, but it was not until 1853 that the Baltimore Corn and Flour Exchange was incorporated, when a warehouse on Bowley's Wharf was rented. Compared with the primitive methods of former years, when grain, I am told, was auctioned from a barrel-head, set on the curb-stone, the orderly conduct of business must have facilitated trade immensely.

In 1859 a lot was purchased at the corner of South and Wood streets, and the erection of a building commenced; this building was promptly completed and formally opened in the spring following. Those were the good old days when building operations were much more simple, when workmen worked for ten hours and when strikes and disappointments were less frequent. Peace and harmony have always reigned in our institution from its inception, and there is recorded but one instance when, during the Civil War, there was a split in our membership. Early in 1862 the Union members retired from the Exchange and founded what was known as the Maryland Corn & Flour Exchange, for whose accommodation rooms were fitted up in the Hopper Building, corner of South and Pratt streets. I am glad to relate that the new association returned to the older organization after a lapse of but two or three months.

In 1880 a Building Committee was formed under the name of the Chamber of Commerce Building Co. and the Chamber of Commerce building was commenced during that year. The Corn & Flour Exchange moved into the completed building November 22nd, 1882. In 1898 the charter of the Corn & Flour Exchange was amended, changing its name to the Baltimore Chamber of Commerce as being more appropriate on account of the varied interests represented in its membership; the new name being also in accord with the building it occupied. This handsome building was destroyed in the great conflagration of February 7 and 8, 1904. Many important events of both local and national interest occurred during the occupancy of the building then destroyed. The Spanish War occurred during this term and we grain merchants of Baltimore were privileged to have our part in contributing to the cargoes of ships, that were sent at different times, to the famine sufferers of India, Russia and Cuba.

The Chamber of Commerce has always taken the lead in advancing the interests of our busy city and especially in obtaining transportation facilities, never refusing to lend its aid to the railroads, assisting in their development wherever possible.

A glance at the list of the members of



Douglas M. Wyllie, Baltimore, Md.,
President Chamber of Commerce.

twenty years ago, makes sad reading for those of us who recognize there the names of so many who have been closely identified with the up-building of our trade and through it the city of Baltimore. Among these I may mention Mr. Wm. S. Young, the noble and talented President of this Chamber at the time of our first occupancy of the building which has just been replaced by our present new home; the Messrs. Macgill, Mr. Israel M. Parr, Mr. Wm. H. Perot, Mr. C. Morton Stewart, Mr. James E. Tyson, Mr. Wm. Whitridge and Mr. Thomas Pierce; and still I feel that I have left the list incomplete. These have passed away, but their impress remains.

The undaunted spirit and energy which is characteristic of the grain trade of Baltimore was illustrated in the action of the Chamber of Commerce on the morning of February 8th, 1904, during the great fire. The Chamber of Commerce building was burned at 3 a. m. of that day and at the same time the business homes of nearly all the grain trade; the business section of the city was in

ruins; magnificent buildings once occupied by prominent financial institutions were no more; men knew not whether to reckon themselves solvent or bankrupt; stout-hearted men were stunned and dazed. In the midst of this uncertainty, while the fire was still raging, as many members as could be gathered met in a room at the Hotel Rennert, and, after acknowledging many messages of sympathy which had been received from every section of the world, it was unanimously decided to procure temporary quarters immediately. Committees were appointed to procure a suitable place and to arrange for the restoration of telegraphic service.

Before the fire had burnt itself out at the water-front, we had tendered us, through the courtesy of Grand Master Thomas J. Shreve, representing the Masonic Fraternity of Maryland, the use of the largest room in the Masonic Temple. Wires were run into this room and the next morning business was regularly resumed. During the first hour one hundred thousand bushels of grain was sold for export.



Exchange Hall of Baltimore Chamber of Commerce, Looking South.



New Exchange Hall of Baltimore Chamber of Commerce from Rostrum.

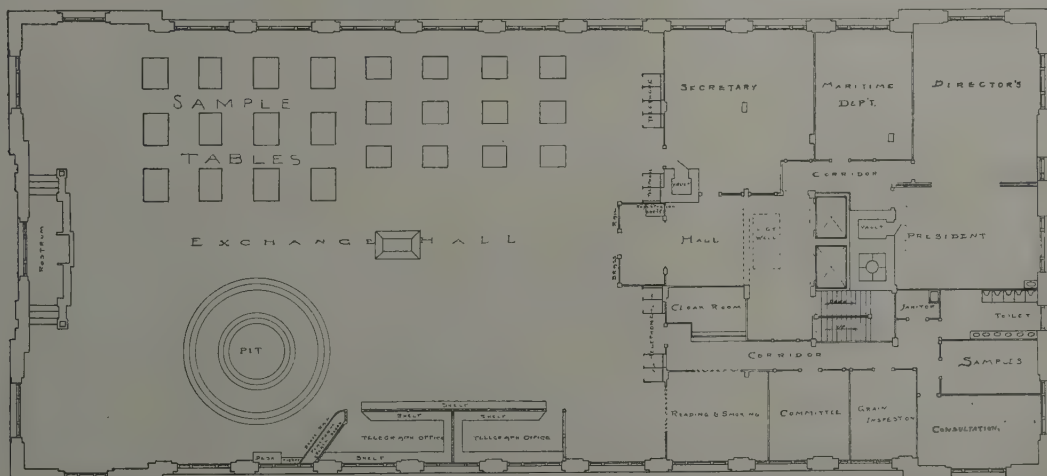
It would be difficult to estimate the moral effect and influence which this action on the part of the Chamber of Commerce had upon the community at large in its prompt determination to rehabilitate its business.

Another act which must have had weight in crystalizing public opinion, just then in a state of unstable equilibrium, was the action of our Chamber, at a general meeting of its members, in voting \$10,000 if necessary to clear the streets around its ruined building, for the purpose of early restoration. This act seemed all the more praiseworthy in contradistinction to the carping and grumbling of those obstructionists who would have indefinitely delayed the improvement of our fair city.

Our new Chamber of Commerce is now an accomplished fact, we are occupying it after months of anxious waiting and many trying delays; through all of which our members have acquitted themselves nobly and with remarkable self-control. Now that we are again in permanent quarters, surrounded by all the necessities and conveniences, as well as many of the luxuries of our trade, it remains to be seen what can be accomplished. We start with a clean sheet, under most auspicious conditions, both as to environment and prospect of trade; with unprecedented crops and an unusual demand for our cereals abroad, together with a hard fought and fairly won differential railroad rate from the great West.

Baltimore's grain trade has been obtained and held only by constant vigilance; and it is a significant fact that our most prosperous years have been those in which we have had to contend hardest for our just rights. Let us not relax our efforts, but rather put forth every energy to keep this port in the forefront of grain and flour export centers the world over.

But after all, gentlemen, we have not met here to-night to talk business, though we are, most of us, business men; we have met as friends, to pass the loving cup and wish each other many happy days and all life's blessing. We have met to take a secret vow that our new Chamber of Commerce shall be known to the world as the center of

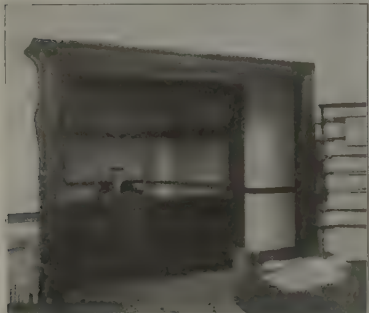


Plan of Exchange Hall Floor of New Home of the Baltimore Chamber of Commerce. Chas. E. Cassell & Son, Architects.

business probity as well as business enterprise.

Gentlemen, I give you for your toast, "The increasing prosperity and good-fellowship of our Chamber of Commerce."

With the close of the toasts the exercises in celebration of the opening of the new building were at an end, and the members settled down to the practical every day use of its many conveniences and advantages.



The Check Room of the Baltimore Chamber of Commerce, from the Smoking Room.

Baltimore—A Gateway to Europe.

By J. COLLIN VINCENT.

In early days the Colony of Maryland formed the gateway through which the English settlers of America entered into the Ohio Country, before, and during the French and Indian War. Of late years the export of grain and flour from Baltimore has brought that City in very close touch with the Western States, especially as it was Marylanders who, in 1827, formulated the plans and secured the charter of the Baltimore and Ohio Railroad, so that Maryland was the first state in the Union to incorporate an important Railway and the first to devote the public resources to such a work.

Baltimore was first laid out as a town in 1729 and incorporated as a City in 1797.

It is admirably situated for commerce at the Northwestern most limit of the navigable waters flowing into the Chesapeake Bay, in a latitude almost identical with Cincinnati and St. Louis.

In 1842 it was the best tobacco market in the U. S. and the greatest flour market in the world. Prior to 1846 the grain trade was chiefly confined to furnishing home millers with wheat and exporting corn to the New England States, and the sales and purchases of grain were made in the counting rooms of the merchants.

At the time of the Irish famine 1847-1848 the merchants would congregate on Bowley's Wharf, where they exhibited their samples on heads of barrels or window sills and could see coming up the harbor, the bay and river craft, which then bore the principal supply of grain to market.

Citizens of Baltimore have been known for their bold and enterprising spirit and none more so than the handful of grain exporters who have built up a reputation in years past, which enables them to sell to buyers 3,000 to 4,000 miles away, millions of bushels of grain, which has to be paid for by the buyers, before the shipment is seen. It is therefore self-evident that to retain such custom, which they

have done through good report and evil report, they cannot afford to ship grain inferior to that sold, or the buyer would not return. This has made it necessary to place every safeguard around the inspection, which is made by experts, unbiased and independent, between buyer and seller.

Notwithstanding this the position of the exporter is not an envious one, for with the mutations of trade in late years the seaboard receivers and seaboard exporters have merged, and now the latter has to take more risk and much less profit than formerly; for, with more outlets from the West and so many firms anxious to work a direct export trade without full knowledge of the details and technicalities of the business, which can only be learned by years of experience, the European buyer has been quick to take advantage of all possibilities in his favor.

Nevertheless, Baltimore's reputation for fair dealing still brings back her friends of old, despite keen competition from new ports.

The western seller who ships grain to the seaboard thinks it hard when some cars, which have been shipped damp, arrive at their destination unfit to grade "Contract" and are "Rejected," and blames the buyers or inspector, when it is his own fault. The exporter, to protect his own contract must replace the poor with sound corn, as he will not run the risk, if he knows it, of damaging a full cargo, of 200,000 bushels or more, and bringing ruin to a customer 3,000 miles away who has trusted him.

The exporter has to engage his ocean freight ahead, run the risk of the perils of the sea, delay in arrival, which may require him to pay storage, insurance and interest on the grain bought, and besides often pay the foreign buyer for a few days extension a bonus in excess of his original profit. It may be, the steamer arrives before the grain, and he must go into the market and pay a premium owing to embargoes, lack of cars or failure of the western seller to ship the grain. Or again, the foreign exchange market, which also fluctuates may decline on account of tight money, or other causes and the profit disappears.

After two years dullness in the export of grain the exporters are looking forward to an old time business this season and Baltimore expects to get her share. As a forerunner of what she can do figures show that during November was shipped: 548,450 bushels Wheat; 1,017,300 bushels Corn; 1,830,456 bushels Oats; total, 3,396,206 bushels.

It can therefore be seen that energy, push, determination and faith is required not only to build up, but to hold such a business as this, and that the interest of the western grain dealer is bound up with the prosperity of those who handle this country's surplus, from this pioneer market.

For two weeks in November the C., R. I. & P. Railroad conducted a corn and wheat special over its system in Kansas. Lectures on the culture and breeding of corn and wheat were given in the auditorium cars by professors of the state agricultural school and other agricultural authorities. The lectures were largely attended by the farmers at the 146 stations at which stops were made and the promoters of the project report a successful and satisfactory tour.

Baltimore's Grain Receipts.

Baltimore's grain receipts during the last 20 years have averaged about 35,000,000 bushels annually altho the amount has fallen somewhat below this during the three last years.

During 1904, the receipts were the smallest for fifteen years, amounting only to 18,291,368 bus. In 1900 they amounted to 61,833,870 bus. 1898 was the banner year for Baltimore receipts, the total amount being 81,319,574. This included over 20,000,000 bushels of wheat, 47,500,000 bushels of corn, nearly 8,000,000 bushels of oats, about 5,000,000 bushels of rye, 791,000 of barley and 182,000 of clover and timothy seed.

This year promises to be one of the good years. Since the 1st of July Baltimore dealers have been very busy. The receipts of eastern and especially Bay grain has been heavy, and now that new corn has commenced to move Baltimore is getting its old time share. Its export trade is improving and better facilities are continually being established for the greater encouragement of the city's grain trade.

Grain Handling Facilities at Baltimore.

BY CHAS. ENGLAND.

The grain trade of Baltimore, starting with the small cargo exported in 1726, has grown steadily to the present time. In 1828 the Baltimore and Ohio Railroad was incorporated and was completed to the Ohio river in 1853. This was followed by the construction of the Susquehanna Railroad (now the Northern Central), which brought to Baltimore the products of the fertile Cumberland Valley in Pennsylvania. From this time the grain trade of Baltimore increased in proportion to the production of grain in this country.

At first the business for the most part was handled in private warehouses reached by the tracks of the Baltimore and Ohio Railroad along Pratt street, and the tracks of the Northern Central Railroad on Howard also North streets. The grain for export was loaded into vessels at Bowley's wharf and the adjacent docks, and occasionally at Fell's Point.

If space would permit the introduction of statistics they would show a steady and remarkable growth in Baltimore's grain business, even before the erection of elevators. In 1867 the first elevator was built by J. N. Gardner, who came from Buffalo, N. Y. This was situated at Jackson's wharf, and was a small transfer house without storage capacity. It was later removed to Canton Hollow. About this time the Baltimore and Ohio Railroad had completed extensive terminals at Locust Point, and the merchandise piers were used for unloading cars of grain. The grain was carried across the piers in bags by laborers, who would empty it into the vessel's hold. The continued increase of the business made this process too expensive and tedious, and J. N. Gardner, who had operated the small elevator at Jackson's wharf, leased from the Baltimore and Ohio Railroad one of the elevated coal piers at Locust Point and equipped it with scales to weigh the loaded cars, and with chutes to run the grain into the vessels under the pier.

In 1872 the Baltimore and Ohio Railroad erected at Locust Point the first

fully equipped elevator, known as Elevator "A," having storage capacity of 500,000 bushels. This was really the pioneer elevator on the Atlantic Seaboard. In 1874 the same company erected Elevator "B" at Locust Point with a storage capacity of 1,500,000 bushels. In 1875 the Baltimore Elevator Company built Elevator No. 1 on the north side of the harbor. In 1878 J. N. Gardner built an elevator of 100,000 bushels capacity at foot of Fifth avenue, Canton.

In 1879 the Baltimore Elevator Company built Elevator No. 3 at foot of 15th street, Canton. In 1881 the Baltimore and Ohio Railroad built Elevator "C," having a storage capacity of 1,800,000 bushels, and subsequently both the Baltimore and Ohio and Northern Central railroads built elevators at their up-town terminals to accommodate the local trade. The present elevator storage capacity in this city is about 5,500,000 bushels, and in addition, there are several floating elevators which have a total handling capacity of 20,000 bushels per hour.

Baltimore's Grain Elevators.

Baltimore has six elevators with an aggregate storage capacity of about five and a half million bushels. Two of these houses are used to handle grain designed for local distribution, and four on tide water are used principally for handling export grain.

The three elevators operated by the Central Elevator Company are known as Canton No. 1 and 3 and N. C. 2. These three houses have a capacity of nearly 2,000,000 bushels.

Three elevators operated by the B. & O. R. R. are located at Locust Point. These two houses have an aggregate capacity of about three million and a half, while this company's houses at Camden, designed for handling grain for local dis-

tribution, has a storage capacity of 250,000 bushels.

The B. & O. elevators are managed by J. C. Brown, who is assisted by Agent C. A. Blinn, and Foreman John Grimes. This company's largest elevator, C, although erected many years ago, has recently been overhauled and equipped with new boot tanks, and a Hess Drier of the latest design installed. This drier was started recently and given a thorotest on No. 3 corn. The moisture in the 1,000 bushels was reduced 6 3-10 per cent and the quality raised sufficiently to produce a net increase in the market value of the 1,000 bushels, in excess of the shrinkage, of \$30.

The Hess Grain Drier just completed is the largest grain drier yet erected outside of Chicago and New Orleans, and when run at full capacity will dry and cool to condition suitable for export, something like fifty cars of corn daily.

While a detailed description of the machine will hardly convey a full understanding of its immensity to those unacquainted with the development of this system of drying, yet a few figures cannot fail to be of interest.

The drier is made up of over fifteen thousand separate pieces of metal, held together by sixty-five thousand bolts, and innumerable rivets.

Six immense fans on one shaft drive, through the grain, over two hundred and ten thousand cubic feet of fresh air *per minute*, and heat for this huge volume of air is supplied by seventy-two steam coils, containing nearly thirty thousand feet of steam pipe.

The drying and cooling racks, when filled, expose three thousand bushels of grain at one time to the drying and cooling currents of air.

So simple is the mechanism of this drier that one attendant controls every operation of the machine, and he receives, mixes and discharges the grain

at will, by the manipulation of a series of levers.

All grain, while drying and cooling, is in full view of the operator, who can take sample from any part of the drier, at any time.

The drier, and the building containing it, are of fireproof material throughout, and of such construction in every detail as to comply with underwriters' regulations for drier construction.

Plans are in preparation for a duplicate of this machine, to be erected at the Canton Elevators, Baltimore, for the Pennsylvania Railroad system.

Difficulties of a Wisconsin Inspection.

If the perpetual fire of criticism from prejudiced parties to which Wisconsin grain inspectors are submitted is not all-sufficient to entitle them to life membership in the Amalgamated Association of Martyrs, the officials of the Superior commission assert further arguments for a clear title to the distinction.

According to stories from Superior, the paths of duty lead through the vales of sorrow for the officials of that port. Two inspectors detailed recently to obtain samples from a vessel loading with a cargo of grain met with strenuous objections from the elevator owner. Gentle requests were followed by demands, demands gave way to threats and threats to ultimatums.

Superior inspectors are persistent in their devotion to duty and in face of the battle array of elevator owner, ship captain and grain hands they attempted flight with the samples they had taken. It was a race royal but the bags of samples were the handicap and the Wisconsin officials lost. Large, sharp knives, brought into evidence by the pursuers, were the chief arguments, the inspectors assert, which led to their capitulation and the surrender of the samples. The knives were used on the bags of samples and two woe-begone and empty handed inspectors reported to their superiors their tale of woe. A police protection department and a medal granting bureau will probably be new adjuncts to the Wisconsin commission. The legal department of the state may also be involved as the result of the adventure.

The steamer Angola, from Halifax, with part of a cargo of grain, went aground December 10 at Havana, Cuba.

Railroad accountants have gone daft on the subject of proportioning the number of cars allotted to a locomotive so as to show the most economical movement of freight per train mile. A comparatively slow movement with each engine hauling a certain number of cars enables the train to cover the distance with a minimum consumption of coal. Consequently loaded cars are left on side tracks until enuf have accumulated to make up an economical load. The loaded cars may stand still on the sidings for 6 to 10 weeks, but they pay no heed to the loss of service of the car equipment, since the loss does not appear in the accounts. Rigid enforcement of a reciprocal demurrage law will compel the roads to sit up and take notice that delay in transit is as costly to themselves as it is exasperating to the shipper.



B. & O. Eltr. C. at Baltimore, Md., with Drier in Foreground.

Elevator Sites on the New Extension.

By IDLER.

"Sioux Falls!" said the latest addition to the group of traveling men in the smoker, handing his mileage to the grizzled conductor; and, as that worthy tore off 25 mi. with a practiced hand that made the jagged strip count for 26, the broken thread of reminiscence was taken up again.

"Yep," he agreed with the man next the window, "the good old days are gone, Jim, and we've got to keep moving pretty lively now to get our share of the business. You've a sort o' cinch with your line, too, while I have to chase after my birds and put salt on their tails before I can catch 'em. What with this everlastin' shopping around, instead of tying up to one good house in each market, as they used to, grain dealers can't be depended on for more than a few weeks at a time, and the firm has had to make my circuit smaller and smaller every season, so's I c'n get to see all the shippers frequently.

"Then, I'm obliged to put in some time prospectin' for future business in the country along the Missouri and west of it. I'm just getting back from a trip over the prairie where the new extension to the Coast is going to run. Jemimy! Every time I strike one of those bleak mesas back of the River I think its the most God-forsaken place I ever saw. This time I went a good ways back, until the land began to look like that desolate stretch near the Little Big Horn, where it flows into the Yellowstone. But its a great country all the same, Jim, and our firm will get good returns later on for all the time I put in there now. We've always been ahead of the railroads, and some of our competitors have probably wondered how we got so tight a grip, in advance, on the business at these new stations. But its getting kind of rough on an old man, like me, to drive out through that thinly settled section. Last winter I got caught in a blizzard west of Fairfax, and if it hadn't been for a half-breed trader we stumbled on I'd've left my bones there.

"This new line will be a great boon to the Northwest, and I look for settlers to pour in pretty thick beginning with next spring. Land agents are looking over the likeliest bits of soil now, and they tell me the rights have already been secured to a lot of coal land, where low-grade bituminous is laying right on the surface. Town-site deals will be worked in the usual way, I suppose, so as to swell official bank accounts; but I think grain dealers are going to have a square deal in securing locations for elevators. That's one thing I like about the — R'y Co. It has never encouraged monopoly out this way, and the line companies haven't gobbled up everything in sight along the new extensions, as they have in many parts of the U. S.

"How about the Sington line? Well, that ain't a fair example. Those sites were given to individuals, but they sold out to the big companies after putting up some little warehouses and elevating their grain with shovels for a time. Dummies, hey? Say, do you know I never thought of that? We got a lot of business out of one of those fellows and a good many shipments from the others; but, come to think of it, they all quit about the same

time and kept putting off the building of the elevators they told us that they had planned. But I don't believe the railroad company connived at any such scheme and if it was worked it simply means that other applicants were outwitted. I guess I'll have to put my friends on to the trick. Quite a few of the dealers out here intend to try for elevator sites on the new line, and by George I'll do my best to see that they don't get left.

"Well, how much of your Manila twine, made from Mexican sisal, did you sell for your measly trust on this trip? I hear that an independent concern got in with the real article and cut you out. Don't get mad; your turn'll come again. Have a pull at this Havana perfecto from Connecticut and forget your own little fraud."

Argentina's Dept. of Agri. estimates the area under wheat and linseed in that country in 1905 at 13,880,551 acres and 2,527,414 acres, respectively, as against 12,115,816 acres and 2,675,865 acres under the same crops in 1904.

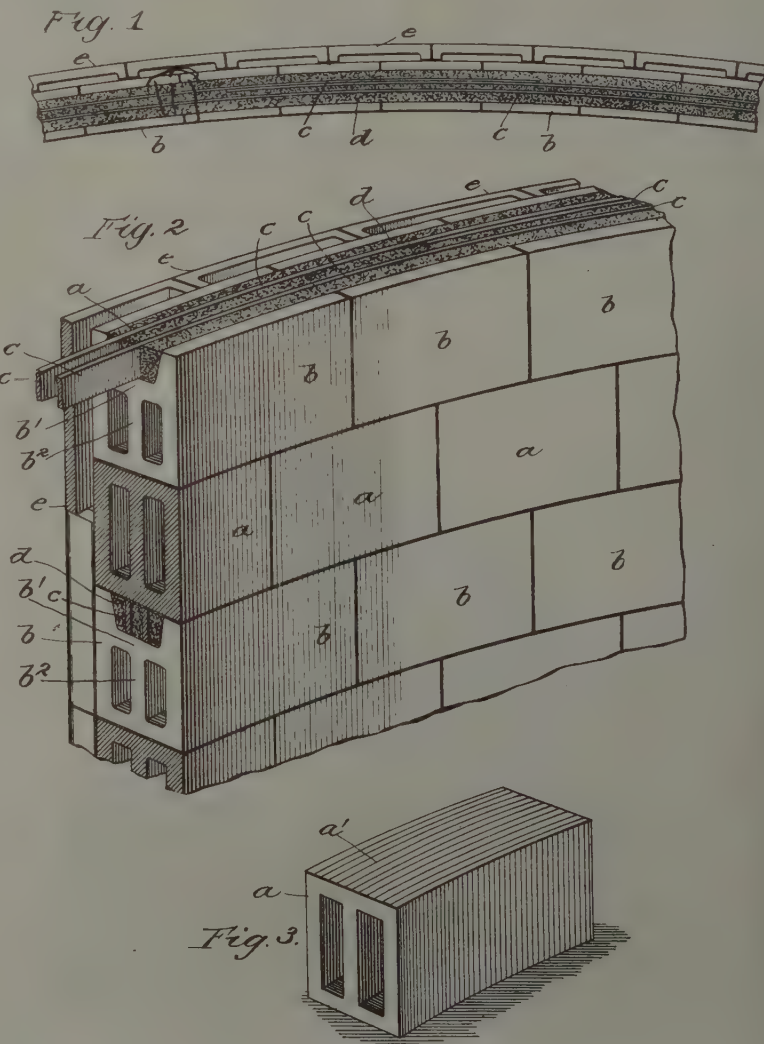
Tile Bin Construction.

By J. M. WITHERSPOON.

In this age of modern construction the tendency and desire for a construction as nearly fireproof as possible is being sought after in all lines of the building trade. Particularly has this fact been noticeable in the line of grain elevator construction. The construction of plants of this character is usually decided upon at the last moment and construction work pushed with all possible energy to rush the work to completion and have the house in operation before the season when the grain moves.

This naturally brings up the most important question of what form of construction can be obtained the quickest and one which will give the best results. In considering the type to be decided upon, due consideration must be given to the fact that work must be prosecuted uninterruptedly regardless of the weather, whether in winter or in summer, and completed within the season in which it is started.

It is to meet the conditions above out-



Sectional and Perspective Views of Tile Wall and a Single Block.

lined, as well as the preservative qualities of the grain, that the type of tile bin construction was devised and has met with unqualified success and its demand is ever increasing. Bins constructed of steel have been built in large numbers, but owing to the great demand for structural steel in other lines of the building trade, it is practically impossible to obtain deliveries within anything like reasonable time. Steel as a material is not fireproof, unless protected by a non-conducting material. The construction of concrete bins is naturally limited by the weather conditions and work on this class of construction cannot be prosecuted in freezing weather.

Tile bin construction is built usually circular in contour and consists of tiers of tile blocks either laid flat, or on end, varying in height from 8 to 12 inches and in thickness from 4 to 6 inches, according to the size of the bin desired. Every alternate course of tile consists of a grooved block which, when laid, form a continuous groove extending entirely around the bin in which are bedded steel bands acting as tension members to take the lateral pressure of the grain. After these bands are placed in position, they are thoroughly encased in a cement grout

poured into and entirely filling the groove, thus leaving no portion of the steel subject to the elements.

These circular bins are grouped in nested form and the intermediate spaces formed between the contact faces of the large bins are used for storage. These small pockets form bins of very convenient size for small lots, the value of which will be appreciated by the elevator operator. Bottoms of all bins are generally made by a cinder or gravel fill, covered with a cement floor, all carried on an armored concrete deck spanning spaces between foundation walls.

In addition to the tile forming the bin walls of this construction, a furring tile $1\frac{1}{2}$ inches in thickness filled in solid with cement is put around the exterior exposed faces of bins, which gives an added protection against fire and in the event of any damage of whatsoever nature to the exposed wall, these furring tile can be removed and replaced without effecting in any way the bearing wall of the bin.

The accompanying illustrations show view of tile bins during construction and were taken during the building of the million bushel plant for Albert Schwill & Co., South Chicago, Ill.

A recent practical test of the fireproof

qualities of tile bin construction was had when on Sept. 30th the operating elevator in connection with H. W. Rogers & Brother's plant at Harvey, Ill., was consumed by fire, the operating house stood separated from the tanks by a short distance and connected thereto by steel belt conveyor gallery. The wind at the time of the fire was blowing directly toward the tanks and although the operating plant was entirely consumed, an examination of the tile bins together with their contents showed absolutely no damage of the slightest nature had been suffered by either.

Smut explosions have destroyed many threshing machines in the northwest this season.

The farmer members of the Southern Cotton Ass'n are planning to hold 3,000,000 bales of cotton off the market.

S. C. Dye, vice pres. of the Bank of Tabor, Ia., has confessed to having lost \$20,000 in an Omaha bucket-shot.

Canadian grain will be handled in bond at Great Northern Elevator X, Superior, Wis., where lessee A. D. Thompson has bonded 34 bins having 500,000 bus. capacity.



Group of Fireproof Tile Grain Storage Tanks in Course of Construction at South Chicago, Ill.—Courtesy American Brewers' Review.

Rate Regulation Gaining.

Washington, D. C., Dec. 7.—At this writing the prospects for the early enactment of railway rate legislation are very flattering. The uncertainty attending the deliberations of the senate committee on interstate and foreign commerce, which began Nov. 21, has developed into a series of back-downs by the senate enemies of rate reform. Direct opposition, plans to filibuster and to offer compromise bills have apparently been given up by the senators in the face of the determined demand by the people and the firm stand by the President, reiterated in his message of Dec. 5.

Senator Foraker of Ohio on Nov. 24 presented to the senate committee on interstate commerce the draft of a bill to regulate rates, but without giving the Commission power to name a reasonable rate.

On Nov. 29 the committee received a bill prepared by the Interstate Commerce Commission giving that body power to determine, upon full hearing, what a just and reasonable rate or practice is, which should take the place of the rate or practice condemned by the Commission. And in discharging this duty the Commission is given the power to fix a maximum rate; to fix the differential and to prescribe both maximum and minimum rates; to enforce the same when that may be necessary to prevent discrimination, forbidden by the bill, but not otherwise; to change the classification of any article. It provides that the final orders of the Commission shall take effect within thirty days from the time they are served on the carrier, and, unless vacated by the courts, said orders will remain effective for one year.

Representative Hepburn of Iowa, who is chairman of the house committee on interstate and foreign commerce has prepared a bill much like the Esch-Townsend bill, with a view to meeting the views of the president.

The Esch-Townsend bill was reintroduced in the house. It embraces all of the valuable sections of the former measure, with minor additions giving the Commission jurisdiction over terminal charges. The bill enlarges the Commission to seven members, increases the length of their term of office to seven years and their salaries to \$10,000. It seeks to abolish the so-called mid-night-rate evil by enlarging the time in which a published or scheduled rate can be changed to sixty days, and compels the carrier to itemize his schedule and rates in accordance with the instructions of the Commission.

The Commission is authorized, upon complaint and after full hearing, to determine whether a rate or regulation is reasonable or unreasonable, and if unreasonable, to substitute the reasonable maximum rate in its stead, and it may order both a maximum and minimum rate in cases involving the relation of rates when it finds that course necessary to enforce the application of differential charges, and such order of the Commission shall go into effect within thirty days after it is made. This same provision applies also to joint rates and where the carriers, parties to such joint rates, fail to agree on the division of the same, the Commission may determine the share of each carrier.

In case the carrier is dissatisfied with

any order of the Commission, it can, under the Esch-Townsend bill, on petition, begin proceedings in the Federal courts of the judicial district in which it has its principal operating office, alleging that the order of the Commission is unlawful and praying that it be vacated and set aside. When such petition is filed it is the duty of the attorney-general to give notice as provided under the expedition act of Feb. 11, 1903, whereupon the court, consisting of three circuit judges or two circuit judges and a district judge, shall proceed directly to determine the lawfulness of the Commission's order, in which case the Commission is the defendant and the attorney-general has charge of the defense. Either party to the proceeding may appeal from the decision of the expedition court directly to the Supreme court. No provision is made for suspending either the order of the Commission or of the trial court, for the reason that the court, whether expressly permitted by the bill or not, would have the power to enjoin any order if the proper showing is made that the order or decree is unlawful.

Mr. Townsend explains that his bill accomplishes the objects declared by the president in his message to be essential. They are: 1. To provide against so-called midnight rates.

2. To empower the Commission with authority to fix, upon complaint and full hearing, a reasonable maximum rate in place of one found by the commission to be unreasonable and have it go into early effect.

3. To compel the widest publicity of railroad bookkeeping and methods.

Attorney-General Moody, in his annual report, submitted to Congress Dec. 4, suggested that: If the power, upon complaint, to fix a future maximum rate and put it into effect within a reasonable time, subject to appeal to the courts, should be given to some administrative body created by congress, a weapon against discriminatory practices, much more potent than any now available, would be put into the hands of the government. Upon proof that a lower rate had been given to some preferred shipper, the body clothed with the power to fix a future maximum rate might well determine that the rate which the railroad could afford to give to the preferred shipper it could afford to give to all shippers in like situation. Such a finding, it could be predicted with certainty, the courts upon appeal would not reverse, for no better evidence of the legality and justice of the rate thus fixed could be found than in the action of the carrier itself. It would be difficult for the carrier to maintain that a rate actually charged by it was confiscatory or unjust.

Senator Elkins, after hearing the president's message, said, on behalf of the opposition: If those who advocate vesting in the interstate commerce commission the power to fix rates are in good faith seeking to carry out the policy of the president, they should be willing to accept a statute giving to the commission power to fix rates substantially in the following terms: Whenever any rate, fare, or charge fixed by any common carrier,



A. R. Scott's New Elevator at Bethany, Ill., Completed Nov. 8, 1905.

for any service, shall be unreasonable or unjustly discriminating, or otherwise in violation of any provision of the act approved Feb. 4, 1887, entitled 'An act to regulate commerce,' or any act amendatory thereof, the Interstate Commerce Commission shall have power to make an order modifying such rate, fare, or charge, and such order shall take effect at the expiration of such time as the Commission shall prescribe, not less than — days after publication thereof.

It is not believed that the senators will yield without a show of resistance to satisfy their railroad and corporation masters.

New Elevator Before and After Date of Opening.

Seldom in the history of the grain trade has a new elevator burned before grain was received by it, but such a fire did occur at Bethany, Ill., early last month. Given herewith is an illustration showing the new eltr. of A. R. Scott & Co., just as it was completed and ready to be turned over to the owner by its builders, the Burrell Engineering & Construction Co. We also present a view of the ruins on the morning the elevator was to be delivered to Scott & Co.

About 8 o'clock the night before it was to receive grain the building was discovered to be in flames and the fire too far advanced to extinguish it thru the efforts of the bucket brigade. It is thought that the fire was of incendiary origin, as the doors at one end of the driveway were found open notwithstanding the workmen had securely fastened them before leaving, a few hours previously. The plant was well insured.

Work was immediately started on the erection of a new house and Scott & Co. expect to be back in the business in the near future. The house had storage room for about 8,000 bushels. The only part saved was the engine room and a small portion of the driveway, also the corn cribs.

Grain Lost by Careless Handling and Leakage.

BY SPECTATOR.

There can be no question but that less grain is now lost from careless handling and leakage in terminal markets than at any time heretofore in the history of the trade; nevertheless, there is much that remains to be done before country shippers have sufficient guaranty that they will be paid for all, or practically all, that they load.

The other day I had occasion to cross a viaduct which commands a wide range of view over certain railroad yards,—and much to my surprise I saw the evidence of a great deal of loss, for two of the tracks were lined as far as I could see with grain which had sifted out of leaky cars, and a large flock of pigeons had invited itself to the feast.

Moreover, a car lying just to one side of the viaduct stood open, revealing the interior, and there must have been over a bushel of grain remaining on the floor. It looked as though this had deliberately been left there when the load was elevated, and that the car had been switched away before the plunder could be collected.

I say I was surprised at these evidences of negligence,—or worse, because I had an idea that present conditions were much better than one would be led to infer from such a sight, but it is evident that grain dealers need to exercise a good deal of watchfulness in the protection of their interests.

I dare say that a little detective work would not be out of place in any of our large grain centers, and it would certainly pay shippers occasionally to send committees *incognito* to make tours of inspection through and about the various railroad yards and places of delivery. There they can satisfy themselves as to what conditions actually exist and, whether favorable or unfavorable, the information gathered cannot fail to be of much value to the organizations which grain dealers have formed.

Cobs

The National Rivers and Harbors Congress will meet at Washington Jan. 15.

The cotton crop of the United States was estimated by the Dept. of Agri. on Dec. 4 as 10,167,813 bales.

An extension to Aberdeen, 75 mi., from Watertown, S. D., will be built next year by the Minneapolis & St. Louis.

Odd numbers of rows of kernels on a cob of corn are a rarity; but Geo. Hanson of St. Louis is exhibiting one with 23 rows.

Wire screen cloth, 4 meshes to the inch, is one of the best materials to keep out rats. Wire of finer mesh over windrows will keep out sparks, birds and stones.

A versatile agent: Jeff Smith who has been buying grain for the Morrison Grain Co. has resigned and will take charge of the creamery; he will also be in the barber shop afternoons and evenings each day in the week.—Overbrook, Kan., *Citizen*.

The Minneapolis Chamber of Commerce has sent a protest to Washington against the proposed new railroad rate law. And no wonder—Minneapolis has grown fat on rebates to the detriment of every other city in the Northwest.—*Superior Telegram*.

Pres. Roosevelt in his annual message recommends that a law be enacted to regulate interstate commerce in misbranded and adulterated foods, drinks and drugs. The different states could then repeal their conflicting statutes which annoy dealers in feed.

A grain receiver who does not believe in advertising has counted and calculated the number of grains in a bushel of wheat, and makes out the number to be 869,720. The size of wheat grains differs, of course, but a fair conception of what a million means can be had by thinking of the grains in thirty-seven quarts of wheat.



Ruins of A. R. Scott's New Elevator at Bethany, Ill. Taken Morning of Nov. 9, 1905.

Grain Trade News

ARKANSAS.

Pine Bluff, Ark.—The Westbrook Grain & Commission Co. has built a 2-story, 60x100 ft. addition to its brick warehouse.

Lonokey, Ark.—The Lonokey Rice Milling Co. incorporated, \$50,000 capital stock, to build a rice mill. Incorporators, M. L. Walt, Geo. Sibley and J. A. Lambert.

CALIFORNIA.

Bakersfield, Cal.—The warehouse of the Kern County Land Co. burned recently, with several thousand bus. of grain. Loss about \$50,000.

CANADA.

Penhold, Alta.—Wilson Bros. have completed a 30x50 ft. grain warehouse.

St. Joachim, Ont.—The eltr. of F. B. Stevens, of Chatham, burned recently. Loss, \$7,000.

Regina, Assa.—A. T. Hunter has purchased the interest of J. K. McInnis & Sons in the Regina Flour Mills.

Vancouver, B. C.—The Calgary Milling Co., of Calgary, Alta., is building a warehouse, and is said to contemplate the erection of a large eltr.

Crystal City, Man.—The local grain dealers have been compelled to raise their prices on wheat 3 cents per bu. to hold their trade, owing to the high prices paid for wheat at Sarles, N. D.

Whitmouth, Man.—Fifteen cars of wheat were ditched Nov. 30 a short distance west of Whitmouth. About half of the cars were demolished and the wheat distributed over the ground.

Port Arthur, Ont.—A company has been organized here with \$50,000 capital to fatten sheep on eltr. screenings for the Canadian and British markets. The screenings are sold here for \$5 a ton.

Montreal, Que.—Orders governing the apportionment of cars at lake eltrs. by the Grand Trunk will not be supplemented at this time by the Dominion Transportation Commission on account of the broad questions involved.

Winnipeg, Man.—Geo. H. Shaw, traffic mgr. of the Canadian Northern Ry., has written the Grain Exchange that owing to the large quantity of rejected wheat reaching the company's terminals at Port Arthur the company is not in position to handle promptly rejected No. 2 wheat.

Indian Head, Assa.—The eltr. of Jos. Glenn at Grand Coulee has been moved out of plumb by overloading as a result of the grain congestion. The eltr. will be cleared of it grain and repairs will be rushed on the house in the hopes that it will be in shape to receive grain again this season.

Winnipeg, Man.—The Canadian Northern opened its line to Edmonton Dec. 4, and its next objective is Hudson's Bay, surveys having been made the past summer between Erwood and Fort Churchill. It is said that Hudson's Bay route will

save 16c per bu. in the cost of shipping grain to Europe, compared with the present course of the traffic down the Great Lakes and St. Lawrence River.

Winnipeg, Man.—The refusal of the Canadian Northern Ry. to issue duplicate outturns for grain unloaded at its Port Arthur eltr. has been brot to the attention of Warehouse Commissioner Castle. When the original outturns are sent to the shipper at the country point it is impossible to get them back during the 10 days that constitute the first period of storage, thus adding three-fourths cent per bu. to the shipper's expenses, which of course comes out of the farmer. The Canadian Pacific has been issuing duplicate outturns promptly.

Winnipeg, Man.—The grain inspected since Sept. 1 and prior to Dec. 1 amounted to 32,052,250 bus., reports David Horn, chief grain inspector. Out of a total of 30,525 cars of wheat inspected 551 cars were inspected at Calgary and 29,974 cars at Winnipeg. Of this amount 17,833 cars inspected No. 1 northern, 6,858 cars No. 2 northern and 996 cars No. 3 northern; compared with 2,205 cars of No. 1 northern, 5,926 No. 2 northern and 2,351 cars of No. 3 northern for the same period of 1904. Other grains inspected were 869 cars of oats, 535 cars of barley, 208 cars of flax, 4 cars of rye, with no speltz; compared with 388 cars of oats, 132 cars of barley, 164 cars of flax, 1 car of speltz but no rye for the corresponding period of last year.

CHICAGO.

Open Boarders are back in their old haunts.

Corn arriving in refrigerator cars shows how scarce are cars.

The Central Eltr., operated by the Harris, Scotten Co., has been declared regular by the directors of the Board of Trade.

The Central Grain Eltr. Co., of Cleveland, O., having \$500,000 capital, has taken an Illinois charter with \$150,000 capital.

The directors of the Board of Trade have recommended that the appeal in the Bates-Woods put and call case be withdrawn.

Jno. W. Snyder of Hammond & Snyder, Baltimore, has spent some time in the city the past week investigating the corn and car situation.

Calumet Eltr. B., operated by Bartlett, Frazier & Carrington, and having a capacity of 1,500,000 bus., has been declared regular by the directors of the Board of Trade.

John G. Lonsdale, formerly of John G. Lonsdale & Co., of Little Rock and Hot Springs, Ark., became an active partner Dec. 1 in the firm of Logan & Bryan. He will make his headquarters in New York.

W. S. Jackson announced Dec. 7 that he would not be a candidate for renomination as pres. of the Board of Trade. Among those mentioned for the office are

Walter Fitch, J. B. Adams and R. D. Richardson.

C. D. Irwin and A. W. Green have just announced the dissolution of the old firm of Irwin, Green & Co. For several months past the business has been carried on by Mr. Green, who is forming a new partnership.

Fifty minutes after tying up at the Rialto Eltr., South Chicago, recently, the steamer Nyanza was loaded with 125,000 bus. of barley, and cast off its lines for Buffalo. This is the best record ever made at South Chicago.

The grain committee of the Board of Trade on Nov. 29 heard the views of the receivers on the matter of inspection at Indiana Harbor, but made no recommendation and the directors of the Board of Trade will take no action.

The report of the Chicago & Northwest Granaries Co. for the year ended July 31 states that the operations of the American companies show a profit of \$33,927. During the year the American companies declared \$63,142 of dividends.

Four grain thieves were pursued by 3 watchmen recently at the Peavey Grain Co.'s eltr. on the Calumet River. The thieves crossed the river in a boat and escaped in a wagon. Stealing from the eltrs. on the Calumet has continued for months.

A fire occurred in the plant of the Northwestern Malt & Grain Co. Nov. 24 which was caused by 1,500 bus. of malt being overheated. The fire department was unable to enter the building on account of the dense smoke and the fire smoldered for hours.

The making of a rate thru from Omaha and Kansas City by the C., M. & St. P. Ry. is vigorously objected to by Chicago grain shippers, the thru rate being 2 to 3½c less than the sum of the locals to and from Chicago. This is an unjust discrimination against Chicago.

If shippers to this market over the Ill. Cent'l. R. R. wud insist upon its providing the public eltr. room for the handling of their grain without losing its identity, as required under its charter, the offensive switching charge wud soon be abolished. All the grain elevators on this line in Chicago are operated by and in the interest of private firms.

After having been bombarded with circulars pro and con regarding the adoption of the amendments to the rules for the payment of 80 per cent of the value of consignments of grain the members of the Board of Trade will vote tomorrow on the two propositions, as well as on amendments relating to charges against members, reinstatement, and failure to fulfill obligations.

The transportation department of the Board of Trade has given notice that "Effective Dec. 5, 1905, western railroads will cancel their rule forbidding the acceptance of mixed shipments of grain and seeds consigned to Chicago. Only one regular switch will be made on such mixed shipments. Any additional service in making extra deliveries from elevators, etc., to industries or team tracks to be subject to a minimum charge of \$5 for each movement."

Automatic sprinklers for the grain eltrs. are provided for in a proposed city ordinance which is being fought by the owners of the eltrs. Since no case is on record where fire has spread from an

eltr. to other buildings it would seem that the wishes of the owners should be respected by the city. While the heavy expense of installing sprinklers will repay itself in a few years in the saving of insurance premiums the owners ought not to be forced to make a heavy additional investment. A committee of eltr. men conferred with the building committee of the city council Dec. 5 in an endeavor to prevent the adoption of the ordinance.

Grain shippers are very much pleased with the action of the Chicago & Eastern Illinois Railroad in canceling the reconsignment charge, following similar action by the Great Western. The C. & E. I. issued the following notice: "Operative Dec. 1 this road will cancel rule 4 of circular 14,829 of Sept. 10, 1901, which assesses a \$2 reconsigning charge on all grain on which the original shipping directions are changed when the grain is ordered to connecting lines. On and after that date grain arriving at Chicago, whether carrying local or through billing, will be entitled, after inspection, to one movement free from inspection point to any eltr. or industry on the road or to any junction point in Chicago where intersecting with connecting lines. A second movement will be subject to the usual assessment."

ILLINOIS.

Bluffs, Ill.—W. H. Graham has succeeded H. & C. Oakes.

Strasburg, Ill.—A. W. Young has succeeded Gould & Bruce.

Litchfield, Ill.—The Nobbe Grain Co. has succeeded Nobbe Bros.

Genoa, Ill.—Jackman & Son have succeeded E. H. Cohoon & Co.

Bushnell, Ill.—A. H. Blanchard has succeeded Geo. A. Weirather.

Pierson Station, Ill.—Grant & Hook have succeeded East & Grant.

Atlanta, Ill.—Adams & Iddings have succeeded the Farmers Eltr. Co.

Millington, Ill.—The Farmers Eltr. Co. has succeeded the Neola Eltr. Co.

Fiatt, Ill.—Buckley, Pursley & Co. are building another eltr. at this point.

Windsor, Ill.—The Windsor Grain Co. has succeeded the Farmers Eltr. Co.

Roodhouse, Ill.—A. J. Lee is new in the grain business at West Roodhouse.

Mt. Pulaski, Ill.—The Mt. Pulaski Grain Co. has succeeded Wood & Krautz.

Atwood, Ill.—The Atwood Grain & Coal Co. has bot out the Farmers Eltr. Co.

Savoy, Ill.—Cars are very hard to get.—C. M. Ricketts, mgr. Morrison & Grindley.

Mt. Vernon, Ill.—The Sidell Grain & Eltr. Co. has succeeded the Mt. Vernon Mill Co.

Tuscola, Ill.—The Tuscola Grain & Eltr. Co. has succeeded the Farmers Eltr. Co.

Belleville, Ill.—The farmers of St. Clair county contemplate organizing a company to build an eltr. at Belleville.

Tonica, Ill.—W. E. Kreider has installed an upright steam boiler and engine at his eltr. to help out the gasoline engines.

Verona, Ill.—The eltr. of the Harris. Scotten Co., of Chicago, burned Nov. 23,

with about 100 bus. of corn and the large cribs adjoining. The plant had not been in use for some time. It was built in 1881 by W. S. Pierce, of Morris.

Sciota, Ill.—Pratt & Pratt have completed their 20,000-bu. eltr. It is built on the site of the house recently purchased from Mr. Douglas.

Cropsey, Ill.—Straus Bros., of Ligonier, Ind., have purchased the eltr. of H. L. Barnes. The 25,000-bu. eltr. for the Farmers Eltr. Co. has been completed.

Williamsburg, Ill.—Steck & Co., of Arthur, have succeeded the Fairbanks Grain & Coal Co. at Fairbanks and the business will be conducted by Mr. Steck.

Assumption, Ill.—The Farmers Eltr. Co. incorporated, \$10,000 capital stock, to deal in feed and fuel. Incorporators, Frank Oakes, C. Connor and G. H. Johnston.

Hoopeston, Ill.—W. N. Ferguson has succeeded Chas. C. Chamberlin in the brokerage business and also as representative of the United Grain Co. in this territory. The change was made Dec. 1.

West Ridge, Ill.—Hitch Bros. have their new eltr. in operation, just two months to a day from the time the old plant burned. The house is said to be one of the best built in Douglass county.

Matteson, Ill.—Fire was discovered in the coal shed of the eltr. owned by C. L. Dougherty of Chicago, on the morning of Nov. 29, but was prevented from spreading to the main building. Loss, \$400.

Heyworth, Ill.—The car loader at the eltr. of the Hasenwinkle Grain Co. was badly smashed and torn loose from the building recently by the door of a freight car which swung open as the car was being backed onto the side track at the eltr.

Virden, Ill.—The Farmers Eltr. Co., recently incorporated, has purchased for \$8,350 the eltr. of Chaffin & Alderson and has taken possession. The officers of the new company are; John Beasley, pres., Sam Loud, secy., and Horace Campbell, treas. Jas. Patton, of Springfield, is interested.

Illinois grain shippers will greatly benefit themselves by offering their suggestions and objections on the proposed new grades of the state inspection dept. to Chief Grain Inspector W. Scott Cowen now. The proposed grades were published in full in the Grain Dealers Journal for Nov. 10, pages 568 and 569. Kick now before too late.

Victoria, Ill.—E. A. Van Pelt has taken possession of the eltr. formerly operated by the Neola Eltr. Co., with Mr. McCrea as agt., and which was bot for Mr. Van Pelt three months ago by J. H. Dole & Co. Mr. Van Pelt will continue to operate his other eltr. at Meriden, La Salle County, dividing his time between both places; and, as the two locations are widely separated, he will have a man in charge at each station.

Rock City, Ill.—Has the Illinois Grain Dealers Ass'n a scale expert who goes about inspecting the scales of members similar to the one told about in communication of the Secy. of the Iowa Ass'n in the last number? This state has many more eltrs. than Iowa, hence it could better afford to maintain an inspector and would profit much more by having same. We believe the Ass'n could take up this matter to its own advantage.—B.

The cut of 20 per cent in freight rates ordered by the Illinois Railroad & Warehouse Commission will affect grain rates only in the northern part of the state, with the exception of a few points on the C. & E. I., where the cut is very slight. The roads feeling the cut in grain rates are the Northwestern, St. Paul and Illinois Central. It is said that rates in Illinois have been 18 to 40 per cent higher than rates in neighboring states. The roads have been giving certain communities commodity rates that are lower than the maximum prescribed by the Commission, so that the reduction is not so great a hardship to the roads as would seem.

In the face of a petition by about 65 grain receivers the Illinois Central has refused to cancel its reconsignment charge at Chicago. The receivers declared that the service performed is identical with that given to cars ordered to eastern roads for which no charge is made, altho by so doing opportunity is thus afforded to eltrs east of Chicago, whether 5 or 1,000 miles distant, to compete in storage with those of the I. C. This distinction is illogical. It creates a difference of one-quarter of a cent per bu. in favor of the terminal buyer on the Illinois Central. This constitutes a discrimination, the injustice of which is not lessened but rather emphasized by the explanation of the company, that the charge is made against other certain eltrs. in favor of its own—which is accomplished only at the expense of the public. In their reply to the petition of the grain receivers the officials of the Illinois Central state it is not to their interest to waive the reconsigning charges. "We could not think of doing so when we are so extremely short of cars." The grain shippers along the line of the road who do not wish to lose \$2 per car on grain shipped to Chicago, for the profit of the I. C.'s favorites shud make a vigorous protest against this charge.

INDIANA.

Oaklandon, Ind.—P. O. Apple has succeeded Thos. E. McCord.

Hobbs, Ind.—M. Hobbs and Jas. Holiday contemplate building an eltr.

Greenfield, Ind.—A meeting of the grain dealers of Hancock county was held here Dec. 6.

Indianapolis, Ind.—The Supreme court on Nov. 28 decided that telegraph companies can not be compelled to furnish quotations to bucket-shops.

McCordsville, Ind.—The grain trade has been somewhat checked on account of the lack of cars.—Thos. Plummer, mgr. A. H. Plummer & Son.

Rushville, Ind.—On account of the car shortage the grain dealers here gave notice Nov. 29 that they would receive no more corn. The eltrs. are packed to their capacity.

Flora, Ind.—Miller & Walker have purchased the eltr. of D. S. Mosier. Bert Miller, formerly in the grain business at this point, will have charge of the house.

Brookston, Ind.—R. W. Wilkinson has purchased the half interest of John B. Ross in the firm of Ross & Wilkinson and will continue the business under the firm name of Wilkinson & Son.

Darlington, Ind.—The Alter Grain Co. incorporated, \$6,250 capital stock. Direc-

tors, John H. Stewart, Leslie Connaroe and Bernard Price. The company has purchased for \$6,000 the 25,000-bu. eltr. of Fall & Alter.

Indianapolis, Ind.—The Indiana Railroad Commissioners recently visited Connersville and Newcastle to hear complaints by shippers that the Big Four is refusing to interchange cars with the Pennsylvania and the L. E. & W.

Berne, Ind.—Henry H. Stuckey has purchased the interest of Emil Erhart in the Berne Hay & Grain Co. Mr. Erhart retired from the firm Dec. 1 and will engage in other business. The improvements which the company has been making in its eltr. have been about completed, at a cost of about \$3,000.

Walls, Ind.—C. H. Johnston will have his new eltr. ready for business Jan. 1, when he will engage in the grain and feed business, having installed a feed mill as well as a full line of elevating machinery and cleaners. Walls is no post office, Mr. Johnston receiving his mail at La Porte, R. F. D. No. 7.

The annual meeting of the Indiana Grain Dealers Ass'n will be held at Indianapolis Wednesday and Thursday, Jan. 17-18. A very interesting and profitable program is being arranged, and every regular dealer should endeavor to attend. The full program will be given in following numbers of the Grain Dealers Journal.

Indianapolis, Ind.—The firm formerly known as Green & Whitaker is now Jno. L. Green & Co., Mr. Whitaker having sold out.—The new McCordle Eltr. transferred its first load of grain on Nov. 28th. The operators of this transfer eltr. claim to be the originators of Indianapolis weights and inspection, the weights on shipments to this market heretofore being governed by eastern markets.—Bids have been opened for the erection of the new Board of Trade building and it is expected that work will soon be under way and the building ready for occupancy in the spring.—The dealers in this market report the busiest season they have enjoyed for some time past, the receipts being unusually heavy.

INDIAN TERRITORY.

Checotah, I. T.—The Davidson Grain & Eltr. Co., of Kansas City, will build a large eltr. here and expects to have it ready to handle next year's corn crop.

IOWA.

Plymouth, Ia.—G. E. Ridgeway will build an eltr.

Olaf, Ia.—The Farmers Eltr. Co. has been incorporated.

Oxford, Ia.—W. W. McDonald has succeeded Marvin & Sejs.

Carpenter, Ia.—The A. J. Kleiworth Eltr. Co. is new in the grain business.

Botna, Ia.—The eltr. of A. P. Rorabaugh has been removed to a site on the G. W. Ry.

Loveland, Ia.—The repairs on the plant recently purchased by Bailey & Hutchinson have been completed.

Council Bluffs, Ia.—The Nebraska Hay & Grain Co. has purchased the transfer eltr. of the Worrall Grain Co.

Cedar Rapids, Ia.—The Force Food Co., of Buffalo, N. Y., contemplates building a 1,000,000-bu. eltr. here.

Long Grove, Ia.—The D. Rothschild Grain Co., of Davenport, contemplates replacing its old eltr. with a new one.

Council Bluffs, Ia.—The Union Eltr. Co. is to be dissolved at a meeting of stockholders Dec. 20 at the Grand hotel.

Ogden, Ia.—Claus Tams and Henry Hagge have formed a partnership to do a grain business and have purchased the eltr. of H. H. Henning.

Webster City, Ia.—J. W. Pierce is defendant in a suit for \$370 for alleged breach of contract in a sale of corn to the Warner Sugar Refining Co.

Le Mars, Ia.—J. A. Sauer has purchased the eltr., which he has been operating under lease, from the C. S. P. M. & O. Ry. He is now repairing and improving it.

Breda, Ia.—The eltr. and warehouse of the Northern Grain Co. burned recently with about 2,000 bus. of grain. Loss about \$4,000; partially insured. The loss was managed by Meyers Bros.

Winners of local corn growing contests are urged to become members of the Iowa Corn Growers Ass'n and enter their corn in the contest at the state college at Ames. This will keep up local enthusiasm.

Reinbeck, Ia.—Mitchell & McCormack are tearing down their eltr. and contemplating building another on the site in the spring. Some of the lumber from the old house will be used for building coal sheds.

The Gwynn Eltr. at Imogene, Ia., shut down today because of a broken shaft. Mr. Gwynn went to Omaha for a new one. His daughter, Miss Blanche, kept on weighing in corn all day.—Shenandoah Sentinel.

Shippers to Chicago over the Illinois Central will broaden the market for their grain in that city by inducing the Illinois Central to waive its reconsignment charge of \$2 per car. Other roads at Chicago make no such charge.

Council Bluffs, Ia.—The Rock Island transfer eltr. was completed in two weeks. The house is 48x46 and 60 ft. high. Its capacity is 25 cars per day, and it is said the actual cost of transferring a car of grain with the improved machinery is 39c.

Eldora, Ia.—Ware & Leland were given judgment for \$1,050 against A. W. Heiss in their suit to recover margins lost in purchases of wheat. In charging the jury Judge Applegate said the contract was binding if either party made it in good faith.

Walcott, Ia.—The Farmers Mutual Eltr. Co. has purchased for \$6,222 the site on which is located the eltr. formerly operated by Schwarting & Co. and which is a part of the estate of the late Bernhard Schwarting. The plant has been closed for some time.

Everly, Ia.—Jas. Christianson has succeeded Frank N. Wood in the management of the eltr. of the St. John Grain Co., of Heron Lake, Minn. Mr. Wood still retains his stock in the company but has accepted the position of cashier at the local bank and has turned the eltr. work over to Mr. Christianson.

Ames, Ia.—The third annual contest of the Iowa Corn Growers Ass'n will be held here Jan. 1 to 13 at the Agri College. For information regarding the contest address the secy., D. L. Pascal, De

Witt, Ia., for a copy of the 48-page booklet giving list of premiums, rule of contest and other matters of interest to competitors.

Woodburn, Ia.—Fire destroyed the eltr. owned by O. T. Hulburt & Co., of Chicago, in a conflagration which swept the business section of the town on Nov. 18. The eltr. property caught from a store 200 feet distant. The capacity was 20,000 bu. but at the time of the fire the house contained but 2,500 bus. of oats. Fully insured. An eltr. of the same capacity will be rebuilt next spring.

Iowa shippers to the Chicago market will no doubt receive a respectful hearing of suggestions on new grades made to Chief Grain Inspector W. Scott Cowen at Chicago. Geo. A. Wells, secy. of the Iowa Grain Dealers Assn. has issued a circular to members of the Ass'n asking their views, which will be presented to Mr. Cowen, who desires to have a general expression of opinion from the trade.

Senator Wm. B. Allison says, "I am in favor of national regulation of railroad freight rates, and when the two houses of congress get together and agree on a proposition I am sure the country will get satisfactory legislation. That there is much need of such legislation is generally admitted throughout the country. I am unable to talk about details, for those are matters that must be gone over in the committees, and I am not a member of the senate committee on interstate commerce. I believe, however, that the legislation will be along the lines proposed by President Roosevelt."

KANSAS.

Richter, Kan.—The Williams-Wilson Grain Co. is building an eltr.

Robinson, Kan.—S. C. Miller has leased the eltr. of S. Bredahl and will operate it.

Lebo, Kan.—The eltr. and feed mill for Richard Protheroe have been completed.

Colby, Kan.—The 25,000-bu. eltr. for the R. S. Morrison Grain Co. has been completed.

Belleville, Kan.—The firm of J. Fulcomer & Son is reported to have dissolved partnership.

White Cloud, Kan.—The John H. Lynds Grain Co. has installed a receiving sink for unloading cars.

Talmage, Kan.—The Hoffman Eltr. Co. has completed a 20,000-bu. cribbed eltr. P. H. Pelkey had the contract.

Girard, Kan.—J. H. Wilson & Co. are rebuilding that portion of their eltr. which was recently destroyed by fire.

Dalton, Kan.—The car famine out here was a fright; 48 days to get an order filled and grain spoiling in the eltr.—A. C. Whealy, mgr. Wellington Milling & Eltr. Co.

Studley, Kan.—The 20,000-bu. eltr. for W. J. Madden and an eltr. for J. L. Davis have been completed by P. H. Pelkey. Fairbanks Gasoline Engines will furnish power in both eltrs.

Leroy, Kan.—The 10,000-bu. eltr. for G. W. Ringle has been nearly completed. The main building is 24x38 ft. and 56 ft. high, with a 16-ft. basement. Machinery for grinding feed will be installed.

Sylvia, Kan.—The eltr. of Fair & Shaak, of Sterling, burned Nov. 21 with several thousand bus. of corn and a small

amount of other grains. Loss, \$6,000 to \$8,000; partially covered by insurance.

Cherryvale, Kan.—The plant of the W. O. Whitney Lumber & Grain Co. burned Nov. 21 with a quantity of grain. Loss about \$25,000; insured. The eltr. will not be rebuilt at once but probably will be before spring.

Morganville, Kan.—The Morganville Mill & Eltr. Co. has filed complaint with the state railroad commission that the Rock Island Ry. is not weighing cars before and after loaded with coal, as required by a law passed by the last legislature.

Topeka, Kan.—John H. Atwood, of Leavenworth, representing a number of grain shippers, has asked leave to interplead in the suit filed by Carr W. Taylor for a general reduction of grain freight rates, and which is to be heard Dec. 13.

Topeka, Kan.—As the courts of other states having similar laws have passed on them it is certain the new demurrage law of Kansas is constitutional. If the railroad agent refuses to accept a check for 25 per cent of the freight charges in advance tender the cash in the presence of one or more witnesses, being careful to have the witness note the date.

KANSAS LETTER.

Bloomington.—August Page, brother of Wm. Page, deceased, will operate the eltr. of Page Bros.

The annual meeting of the Kansas Grain Dealers Ass'n. will be held Jan. 16 and 17 in Kansas City, Mo.

Reserve.—The Jones Grain Co., of Nebraska City, Neb., has purchased the eltr. of E. A. Heacock, who has retired from the grain business. Possession was given at once.

R. P. Morrison, of Colby; Johnson & Lueck, of Netawaka; Thomas Hatfield, of Valley Falls; P. M. Kelly, of Robinson and C. W. Quanz & Son, of Marvin, have lately become members of the Kansas Grain Dealers Ass'n.

Local meetings of dealers were held in Concordia and Downs Nov. 22nd and 23rd. Those in attendance at the Concordia meeting, located on the A. T. S. F. advised that they were unable to secure equipment, notwithstanding the fact they had orders placed for cars thirty days before the meeting. The Sec. of the Kansas Grain Dealers Assn advised those in attendance at the meeting to place orders for cars in writing and tender 25 per cent of the freight charges to the agent, and if he refuses to accept same to make a second tender, in the presence of a witness, as the attorney for the board of railroad commissioners has advised that the reciprocal demurrage law is constitutional, and will be upheld by the courts. The dealers in attendance at the Downs meeting were more fortunate and had no complaint to make. Both meetings were well attended.

C. K. Holliday, of Topeka, was appointed receiver for the Taylor Grain Co., of Topeka, Dec. 2, on the showing made by John Brown, the head miller, who has claims for labor aggregating \$1,359. Mr. Brown secured a judgment against the Taylor Grain Co. An execution was placed in the hands of the sheriff who reported that he was unable to find any thing upon which he could levy. The outstanding indebtedness amounts to about \$96,000. E. F. French holds the first mortgage on the property for \$15,000; the Bank of Topeka has the sec-

ond mortgage for \$10,000; T. B. Sweet as trustee holds a third mortgage for \$55,000; there is a mechanic's lien amounting to \$3,000 and a reservation of title on machinery to the amount of \$8,000. Aside from these amounts the indebtedness is to small creditors who are unsecured. It is the purpose of the receiver to make arrangements for some money with which to meet the operating expense of the mill. The officers of the Taylor Grain Co. are: pres, W. L. Taylor; vice pres, Edward A. Austin; sec, C. E. French; treas, R. B. Nelson.—M. S.

KENTUCKY.

Versailles, Ky.—J. W. Newman is building an eltr.

Winchester, Ky.—R. C. Mansfield & Son are building a 100-barrel flour mill, which will be ready for business in the early part of the new year.

LOUISIANA.

New Orleans, La.—Fred Muller, the capable secy. of the Board of Trade, has resigned, to accept a very flattering offer.

New Orleans, La.—The grain exports from New Orleans during Nov. were 84,000 bus. of wheat, 524,338 bus. of corn, 360,825 bus. of oats and 140,000 bus. of barley; compared with 41,081 bus. of corn and 5,735 bus. of oats, with no wheat or barley, for Nov. 1904. Exports since Sept. 1 and prior to Dec. 1 were 380,000 bus. of wheat, 740,519 bus. of corn, 511,049 bus. of oats and 140,000 bus. of barley; compared with 105,333 bus. of corn and 14,575 bus. of oats, with no wheat or barley, for the same period of last year, as reported by W. L. Richeson, chief grain inspector of the New Orleans Board of Trade.

MARYLAND.

Baltimore, Md.—Thos. H. Botts & Co. have removed to permanent quarters at 309 Chamber of Commerce.

MICHIGAN.

Albion, Mich.—The Albion Milling Co. has installed an electric motor to run the machinery of the grain eltr.

MINNEAPOLIS.

The Devereux Eltr. Co. has increased its capital stock from \$15,000 to \$50,000.

A. Owen, who owns an eltr. at Langford, S. D., has moved to Minneapolis, where he is interested in the commission business. He retains his business at Langford.—L. D.

The Midland Linseed Oil Co. will install 24 presses, which with the presses now in operation will give them 64. It is expected that the new presses will be in operation by Feb. 1.

Lucy Ross was fined \$25 recently on a second conviction for sweeping Great Northern cars, by Judge Waite, who said to her: "In the long run you will find it cheaper to buy your grain than to steal it."

In the suit of the Brooks Elevator Co. against the New Occidental Mill Co. and W. L. Bassett a jury recently found that the representation that the business was paying \$9,000 to \$10,000 annually, was false, and that the eltr. company was entitled to have its lease of the mill an-

nulled. Judge Dickinson also gave the eltr. company \$3,550 damages.

McCarthy Bros and E. L. Welch & Co. were victimized by "Goldbrick" Olson, a local confidence man, who, on the pretence of being a North Dakota farmer, sold them a car of imaginary wheat and flaxseed, receiving two checks for \$100, one of which he cashed. He was caught by the police and the money refunded.

MINNEAPOLIS LETTER.

L. Sherman has left the Spencer Grain Co.

The Electric Steel Eltr. Co. is erecting 6 steel tanks in addition to the 17 it now has.

According to the new rule, visitors' tickets cannot be sold hereafter to members or employees of firms residing in this city, who are doing business upon the floor of the Chamber.

J. H. McEnary, former assistant secy. of the Chamber of Commerce, has been elected a member of the board of arbitration, succeeding W. T. Hooker, who has sold his membership, and left the Chamber.

Attorney-General Young has made himself quite popular among the elements that do not approve of the antagonistic policies of some of the line houses. It seems Mr. Young is a man who is not afraid to act in the interest of his constituents.

The smoking room has become very popular for members to spend their leisure time playing checkers, and a number of them have become experts and are willing to challenge outsiders. Among these are Mr. Cargill, Chas. Tubbs, L. T. Sowle and Chas. Eaton, who are considered the best players.—Minn.

MINNESOTA.

Slayton, Minn.—Mark N. Tisdale is building a 20x28 ft. addition to his eltr.

Caledonia, Minn.—E. A. & R. D. Sprague will install a feed mill in their eltr.

Part of the annual report of the Minnesota inspection dept. is published elsewhere in this number.

Lakefield, Minn.—The Farmers Eltr. Co., recently incorporated, has purchased a site and will build an eltr. at once.

Clifton, Minn.—The Farmers Eltr. Co., is building a 24x26 ft. addition to its eltr. The capacity of the eltr. will be doubled.

Storden, Minn.—Clarence Albertson, of Inwood, Iowa, has succeeded J. E. Johnson as grain buyer for the Skewis Grain Co. Mr. Johnson was compelled to resign because of illness.

Breckenridge, Minn.—The organization of a stock company is contemplated to buy and operate the local mill and build an eltr. in connection with it. D. Oliver, of St. Paul, is interested.

Peterson, Minn.—The Peterson Farmers' Eltr. Co. has been organized with \$20,000 capital to build an eltr. It is expected that N. A. Holmes will have charge of the house when completed.

Pine Island, Minn.—The Interstate Commerce Commission has set Dec. 29 at St. Paul as the date for the hearing of the discrimination charges by the Pine Island Farmers Eltr. Co. against the Chicago, Great Western Ry.

Pine Island, Minn.—In the suit of the Farmers' Eltr. Co. to recover from its

agent, M. E. Billings and his bondsmen, the sum of \$2,177, alleged to be due on his accounts, a verdict recently was given for \$1,198. Billings alleges that the company is not incorporated and therefore can not bring suit.

Kennedy, Minn.—The eltr. of the Peavey Eltr. Co. at Chatham, which was put out of plumb recently by overloading, has been emptied of the 18,000 bus. of wheat which it contained. The foundation gave way and the eltr. was thrown 6 or 7 ft. out of plumb and was in danger of falling across the railroad tracks. The only way to remove the grain with any degree of safety was to tap the walls at the bottom and to carry it out in bags and sacks, a number of men being employed to do this.

Lowry, Minn.—Edwin T. Young, atty-gen. of Minnesota, on Nov. 24 brot suit against the Atlantic Eltr. Co. and the Osborne-McMillan Eltr. Co. on complaint by the storekeepers of this place that the eltr. companies had combined to destroy free competition. The trouble began during the past summer, when the local merchants assisted to organize the Farmers' Eltr. Co. to compete with the regular grain dealers. The Osborne-McMillan Co. retaliated by opening a store at which merchandise was sold at fair prices to the farmers. On account of their inability to dispose of their old and shop-worn goods in competition with the "Elevator Store" the storekeepers made the complaint to the atty. gen., making numerous allegations which are declared by Geo. C. Bagley, pres. of the Atlantic Co., to be untrue. The atty-gen. has since been informed that the "Elevator Store" has been discontinued. The atty-gen. asks that the charter of the Atlantic Eltr. Co. be forfeited and that the Osborne-McMillan Eltr. Co., a Wisconsin corporation, be prohibited from doing business within the state. The atty-gen. alleges that the Atlantic Eltr. Co. is not authorized by its charter to operate a store.

MISSOURI.

Jacksonville, Mo.—Wm. Sims is out of the grain business.

Kansas City, Mo.—Memberships in the Kansas City Board of Trade are selling at \$3,160.

St. Joseph, Mo.—The South Park Grain Co. has increased its capital stock to \$50,000.

Sikeston, Mo.—The Sikes-McMullin Grain Co. has been incorporated with \$10,000 capital stock.

Kansas City, Mo.—Fred C. Vincent has purchased the membership of W. H. Slater in the Board of Trade.

Kansas City, Mo.—The Matthews-Broughton Grain Co. has succeeded the Matthews-Frederick-Broughton Grain Co.

St. Louis, Mo.—J. M. Sewell, of J. M. Sewell & Co., Hastings, Neb., has applied for membership in the Merchants Exchange.

St. Louis, Mo.—The Illinois Central and the Southern Pacific have cut the rate on grain from St. Louis to Cuba 3c. per 100 lbs.

St. Louis, Mo.—The proposition, by the transportation committee of the Merchants Exchange, that the railroads relieve the consignees of the \$2 reconsignment charge in all cases where disposi-

tion of the cars is given in 24 hours, has been taken under advisement by the roads.

St. Louis, Mo.—E. E. Nelson, of Kansas City, has taken charge of the cash grain and mill feed department at the local office of the Hardy Grain Co.

Jefferson City, Mo.—Judge Marshall of the supreme court heard arguments Nov. 22 on the proceedings brot by the atty-general to enforce state weighing at Kansas City, and gave the parties 15 days in which to file briefs.

St. Louis, Mo.—The railroads have never complied with the recent order of the Missouri State Board of Railroads and Warehouse Commissioners, abrogating switching charges in grain consigned to St. Louis or East St. Louis with in a stated period. The freight traffic officials of western lines and the transportation committee of the St. Louis Merchants' Exchange met recently to arrive at some agreement in this matter. It is contended by the railroads that legal questions are involved in the reconsignment charge and they cite the fact that in a similar case at Kansas City, the Supreme Court held that there was no jurisdiction in the matter by the State Board.—W. H.

Kansas City, Mo.—The Kansas City *Star* seems unable to detect any difference between white and yellow, legitimate and illegitimate, hence grain dealers will readily understand why it does not hesitate to give credit to the figures given out by the cheap gamblers running the so called National Board of Trade or quotation factory in this city. Of course it may be solely a matter of revenue. The Board of Trade has long been recognized as one of the reputable institutions of the city. Not only does it provide a market for cash grain, but its rules require fair dealing and prevent members escaping the requirements of their contracts. If it did not have such rules the individuals now supporting the National Board, in a vain effort to pass themselves off as men, would still be members of the Kansas City Board of Trade. There is an old adage that "No thief e'er felt the halter draw, with good opinion of the law."

MONTANA.

Bozeman, Mont.—The Benepe-Stanton Co. contemplates building 2 large eltrs. next year at different points in Montana.

NEBRASKA.

Dixon, Neb.—D. C. Carroll will build an eltr.

Petersburg, Neb.—The Atlas Eltr. Co. is building an eltr.

Homer, Neb.—Ashford Bros. will soon begin work on their eltr.

Wilbur, Neb.—Tanner & Greer are new in the grain business.

Dalton, Neb.—The eltr. of W. S. Woolsey has been completed.

Leigh, Neb.—The Trans-Mississippi Grain Co. has succeeded J. A. Conner.

Dakota, Neb.—The Blenkiron Grain Co., of Sioux City, Ia., will build an eltr.

Julian, Neb.—Roland C. Peterson will have charge of the eltr. of Jas. Peterson.

Deshler, Neb.—John Panzeram has purchased the eltr. of W. M. Van Buren & Son.

Wausa, Neb.—A. D. McDonald has succeeded Dick Kool as agt. for the Anchor Grain Co.

Agnew, Neb.—The Omaha Eltr. Co. has torn down its cribs at Touhy and is removing them to Agnew.

Talmage, Neb.—The Bartling Grain Co. is overhauling its eltr. inside and out and will build a new driveway.

Orleans, Neb.—The farmers will build an eltr. at Carter, a switch about half way between Orleans and Oxford.

Avoca, Neb.—The Farmers Eltr. Co. has purchased the eltr. of the Avoca Grain Co. Possession was given at once.

Ashland, Neb.—Railsback Bros. will build a grain eltr. at Wann, a new station on the Great Northern north of Ashland.

Bancroft, Neb.—The W. P. Devereux Eltr. Co., of Minneapolis, is building an eltr. at the new town site 9 miles north of Bancroft.

Glen Rock, Neb.—W. C. Peterson, formerly treas. of L. L. Coryell & Co. at Auburn, will have charge of the eltr. of Jas. Peterson.

Gretna, Neb.—Louis Weeth has succeeded John D. Ehlers as buyer for the Duff Grain Co. Mr. Ehlers has been elected county judge.

Lincoln, Neb.—When the suit of the state against the Nebraska Grain Dealers Ass'n came before the supreme court Nov. 21 a continuance until Dec. 2 was granted.

Superior, Neb.—Bossmeier Bros. are improving their eltr. A cleaner and new fan have been installed and the cupola raised 6 ft., increasing the capacity of the eltr.

Holmesville, Neb.—Black Bros., of Beatrice, have purchased the eltr. of the Nebraska Eltr. Co. and will use it for buying grain for their mills at Beatrice and Blue Springs.

Auburn, Neb.—L. L. Coryell has purchased the mill and transit, coal and real estate business of L. L. Coryell & Co., who recently sold their eltr. to the Auburn Grain Co. He also retains his eltrs. at Auburn switch and Glen Rock.

Oakland, Neb.—The Cargill Eltr. Co. has let the contract for the erection of a 40,000-bu. eltr. The building will be 32x40 ft. and 40 ft. high, and will be completed as soon as possible. Samson & Swanson are building a 32x32 40-ft. eltr., with 40,000-bu. capacity.

Omaha, Neb.—The arbitrary charge of \$2 per car on grain, imposed by the Burlington road on cars leaving its line at Omaha, limits to a certain extent the market for grain originating on its lines, solely for the profit of the Burlington in the long haul from Omaha to Chicago.

Omaha, Neb.—Merriam & Holmquist have purchased a tract of land adjoining the site of their eltr. and will in the spring build grain storage tanks with capacity for 350,000 bu. in connection with their 125,000-bu. eltr. When this plant is completed the company will have capacity for about 1,500,000 bus. at Omaha.

Omaha, Neb.—The Nye-Schneider-Fowler Co., of Fremont, has secured a site and will build a 1,000,000-bu. eltr. It was thot at first that the house would be built at Council Bluffs, in order to secure adequate trackage facilities, but the site

now secured is entirely satisfactory in that respect. The house with the ones already in operation and those under construction or to be built will increase the capacity of the Omaha Grain Exchange eltrs. to 5,700,000 bus.

Lincoln, Neb. [By private wire]. If all grain men in Nebraska are attended as benignly by Dame Fortune in all their vicissitudes as was Chas. T. Neal of Lincoln recently, nothing but contentment will emanate from the trade in that state. Mr. Neal, going for an over-night pilgrimage to Omaha, had taken an evening train. On entering the coach he set down his grip while talking to a friend and did not give it a thought until Omaha was reached. Then he was distressed to learn he was minus a grip. The Omaha hotel received a disconsolate guest, but Neal's shattered faith in humanity took a long leap towards par when a short, fat man at the hotel, appreciating the philanthropic opportunity, proffered a suit of pajamas for the night and the offer was accepted by Neal with a joy almost equivalent to the sorrow of his despoilment. Mr. Neal in longitude is 6 feet 3 inches and in latitude, 163 pounds avoirdupois, hence our chief lamentation is that we do not possess for the Journal's comic supplement a flash light photo of friend Neal as he appeared ready to crawl in between the sheets. There was a happy termination to the adventure for when Mr. Neal returned to Lincoln and invoked the aid of the police, his missing property was traced to the shelves of a pawn broker whose proprietor had let a stranger have a dollar and a half on the outfit.

NEW ENGLAND.

Tilton, N. H.—Paul Jones contemplates building an eltr.

Hartford, Conn.—The eltr. for the L. C. Daniels Grain Co., built to replace the one burned in Aug., has been about completed.

Boston, Mass.—Having a good surplus in the treasury the New England Grain Dealers Ass'n will make no assessment for dues next year.

Portland, Me.—John J. Lappin & Co. incorporated, \$30,000 capital stock, to deal in grain, fuel, etc., J. J. Lappin, pres.; H. H. Lappin, treas.

Hartford, Conn.—The annex to the grain warehouse of Horace K. Brainard was badly damaged Nov. 23 by a fire which was put out before doing any damage to the rest of the plant. Loss, \$3,500; covered by insurance.

Boston, Mass.—Grain shipments from Boston during November, including the consignments on the steamer New Orleans which sailed Dec. 1 for Rotterdam, totaled 2,170,806 bus., breaking all records since Aug. 1901, when the total was 2,350,117 bus. of wheat, corn, oats and barley. Between then and now the nearest approach to the figures for Nov. were in March and Oct., 1902, when the total was slightly over the 2,000,000 mark. The shipments for Nov. were 1,402,214 bus. of wheat, 162,034 bus. of corn, 466,743 bus. of oats and 139,815 bus. of barley. The total grain exports for the last 11 months were 15,372,832 bus.; compared with 6,200,007 bus. last year, 13,026,083 bus. for 1903 and 15,202,872 in 1902.

MEETING OF NEW ENGLAND GRAIN DEALERS ASS'N.

The Annual Meeting and Dinner of the New England Grain Dealers Ass'n was held at the Exchange Club, Boston, Dec. 6, 1905.

The meeting was called to order with E. P. Knight in the chair. About 60 were in attendance, including members from western Connecticut, Rhode Island, New Hampshire and Maine.

After a very excellent dinner, the business meeting was held.

The report of treas. H. J. Wood, showed a very satisfactory balance in the treasury.

The report of secy Jay Chapin, was then read, showing a satisfactory condition as regards membership, some half dozen new members having joined within the past month. Reference was made by the secy to the limitations on one hand, and possibilities on the other hand, of the Ass'n, particular mention being made to the successful work done the past year on the demurrage question in Connecticut.

New officers were elected for 1906 as follows: Pres. Frank Cressy, Concord, N. H.; vice pres., W. L. Winslow, Fall River, Mass.

Directors: E. P. Knight, Boston, Mass.; B. W. Brown, Concord, Mass.; Henry Burbeck, North Abington, Mass.; E. F. Clapham, Boston, Mass.; Eben Ham, Lewiston, Me.; Abner Hendee, New Haven, Conn.

After the business meeting, a very interesting address was given by the Hon. Charles S. Hamlin, Ex. Asst. Secy. of the Treasury on the matter of export rate differentials. Mr. Hamlin was the attorney and representative of the Boston Chamber of Commerce in the discussion of this matter before the Interstate Commerce Commission a few months ago, and is thoroughly conversant with the details and facts of this matter.

An address was also made by the Hon. Henry S. Hollis of Concord, N. H. and by Mr. Frank Cressy of Concord, N. H., the newly elected president of the Ass'n.

An increased membership is naturally always desirable to the Ass'n, and the Secretary, Mr. Jay Chapin, No. 502 Chamber of Commerce, Boston, Mass., extends through this paper a request to all New England grain dealers who are not already members, to send to him for an application blank for membership.

The initiation fee is \$2.50, with no dues for the year 1906. The very satisfactory financial condition of the treasury enables the members to maintain the organization without the necessity of paying dues for the coming year.

NEW JERSEY.

Hoboken, N. J.—The American Warehouse & Trading Co. incorporated, \$250,000 capital stock, to do a warehouse business and grow, exchange and deal in seeds, grain and other products. Incorporators, Frederick J. Faulks, Luther V. Stryker and Randolph C. Barrett, of Newark.

Morristown, N. J.—The Jaqui Co. incorporated, \$50,000 capital stock, to succeed the old Jaqui Co. in the grain, feed and flour business. Incorporators, Edw. A. Allen, of Clark & Allen, New York, Durward B. Kennedy, of New York, and

John H. and Edw. A. Carpenter, of East Orange. The new company has purchased for about \$50,000 the eltr. and mill of the old company. E. A. Carpenter will be resident mgr. E. A. Allen is pres. of the company.

NEW YORK.

New York, N. Y.—Memberships in the Produce Exchange were sold recently by auction at \$235 to \$255.

Buffalo, N. Y.—The Niagara Eltrs. A and B were slightly damaged Dec. 8 by burning embers from a freighthouse across the river from the eltrs. Several large lake boats narrowly escaped the flames.

Waverly, N. Y.—The eltr. and warehouses for the Waverly-Sayre Co. have been about completed. The grain capacity is 36,000 bus., with room for 30 cars of feed and flour. The plant is built of concrete.

Buffalo, N. Y.—The Automatic Transfer Co. has been organized with \$10,000 capital, to look after the transfer and storage of grain. The directors are Almon W. Lytle, M. E. Sullivan, Nelson M. Redfield and Alexander Davidson.

New York, N. Y.—Abolition of the charge of 3-16c. for blowing, screening and cleaning grain for export is the purpose of a movement on the Produce Exchange. This is only a part of the handling charges at the port of New York and no such charge is made at other ports.

BUFFALO LETTER.

A. B. Black, who managed the Urban branch of the Standard Co.'s mills here and in Syracuse for sometime, but who is now connected with the Northern Grain Co. of Chicago, was on 'Change on the 5th.

The Cleveland Grain Co. is opening an office in the Chamber of Commerce building with F. G. Winter as resident mgr. Mr. Winter is well acquainted with the local grain trade, having been for sometime with Mr. Guthrie.

Henry G. Anderson and Simon Anderson, of the grain firm of H. G. Anderson & Co., have the sympathy of the community on account of the recent death of their father, Alexander Anderson, at the family home in Stornoway, Scotland.

Work on the extension to the Chamber of Commerce building is proceeding slowly. It looks now as though it might freeze up for all winter with very little foundation in, which would mean a lengthy delay in getting the structure ready for use.

Grain dealers report that Kansas hard wheat is not selling much here, although it has dropped to about 2½ cents below No. 2 red. There is at present no durum here. About all that has sold for sometime went for export. Local users complained that it was too smutty to answer their needs.

The heavy movement of car grain continues, the amount reported by the Chamber of Commerce inspectors being considerably more than 100 cars a day, of which more than three-fourths is corn. The way this movement has cut into the lake trade is decidedly disquieting to Buffalo eltr. men.

State white winter wheat has been going up very fast of late, probably on account of the car shortage, which held it

lack from consuming points at a distance from where it was raised. Then city dealers have been bidding up for it lately, so that the price of it here is about 90 cents for best quality.

The eltr. blockade has not been much of a factor in the grain trade of late, the diversion of grain by the roads, in refusing to stand the expense made by their shortcomings, being decidedly large. It is reported that a large amount of corn, especially, has been held back, to be shipped when there is a better show of despatch.

Canal men are feeling good on the showing that traffic has made the past season. Spite of the small fleet it has carried over 15,000,000 bus. of grain and flaxseed and as its chief activity was at the end of the season it did much to relieve the congested state of the harbor eltrs. It is stated that there will be quite a canal fleet built this winter. Profits were too good lately to wait for the new canal.

People who like the looks of substantial structures are noting the solid appearance of the foundation of the new Ontario eltr. at the hands of the Steel Storage & Eltr. Construction Co. It is of concrete and looks very different from the pile foundation that used to do duty in that line. With such a bottom there would have been no claim that the old Ontario eltr. fell on account of faulty foundation.

Chief Grain Inspector Shanahan of the Chamber of Commerce is back from an eastern trip. He finds that the condition of the corn that comes into his office is improving considerably, especially as to dryness. It appears that the modification of the Wisconsin grain-inspection law to be made at the special session of the legislature of that state is not expected to be anything more than a mere correction of wording, which seems to be capable of more than one interpretation. There is no idea of backing down.

The arrival here of great cargoes of wheat from Lake Superior is the feature of business in grain just now. The steamers Powell Stackhouse and James E. Davidson came in the same day the Stackhouse with 322,000 bus. and the Davidson with 322,948 bus. The steamer A. B. Wolvin comes next with about 400,000 bus. They all lay up loaded. This is only a beginning of the winter-cargo business. Some of the vessels get 5½ cents a bus. freight, which is a big percentage on their value for a single trip, costly as they are.—J. C.

NORTH DAKOTA.

Ray, N. D.—John Taylor, of Omeme, will build an eltr.

Tagus, N. D.—Wm. and Henry Kralin, of Donnybrook, will build an eltr.

Berthold, N. D.—The 35,000-bu. eltr. for John Taylor has been completed.

Windsor, N. D.—The Powers Eltr. Co. will soon double the capacity of its eltr.

Sherbrooke, N. D.—Frank Lynch, of Casselton, will build an eltr. at Pickert.

Drake, N. D.—The Royal Eltr. Co. is building an 18,000-bu. addition to its eltr.

Montpelier, N. D.—The Occident Eltr. Co. will build a 35,000-bu. eltr. next season.

Kempton, N. D.—T. K. Tobiason has rebuilt his grain warehouse which col-

lapsed recently, owing to its being overloaded.

Carpio, N. D.—The Woodworth Eltr. Co. has completed a 15,000-bu. addition to its eltr.

Cathay, N. D.—The Woodworth Eltr. Co. has completed an eltr. adjoining their old house.

Cleveland, N. D.—The Powers Eltr. Co. will build an eltr. with capacity for 40,000 to 50,000 bus.

White Earth, N. D.—The eltr. for the St. Anthony & Dakota Eltr. Co. has been nearly completed.

Lakota, N. D.—The Grain Producers Eltr. Co. is building a 20,000-bu. annex to the old Hartin Eltr.

Lansford, N. D.—A. M. Grant is building an eltr. at Hurd, the new town just east of Lansford on the Soo Line.

Bartlett, N. D.—The Grain Producers Eltr. Co., of Lakota, will build a 40,000-bu. eltr. Work will commence at once.

Streator, N. D. (no P. O.)—The Lyon Eltr. Co., of Mandan, is building a 25,000-bu. eltr. and expects to have it completed by Dec. 20.

Fessenden, N. D.—The Royal Eltr. Co. has completed a 12,000-bu. addition to its eltr. Regan & Lyness are building a 35,000-bu. addition to their eltr.

Fullerton, N. D.—Marshall & McCartney have engaged in the grain business with \$10,000 capital and will build a 30,000-bu. eltr. Work will begin at once.

Driscoll, N. D.—The Simondson Eltr. Co., of Minneapolis, has secured a site and work will soon be commenced on its 20,000-bu. eltr. J. C. Hallum will build an eltr. next year.

Amenia, N. D.—One of the eltrs. of the Amenias & Sharon Land Co. sprung a leak at one corner recently, from being overloaded, and about a carload of wheat was let out onto the ground.

Anamoose, N. D.—The Royal Eltr. Co. and the Woodward Eltr. Co. are building annexes to their eltrs. John P. Huber has purchased for \$2,000 the Gesche eltr. from Schmidt & Gulack and will take charge of it himself.

Neché, N. D.—Machinery is being installed in the south section of the eltr. of the National Eltr. Co., which has not been in use for several years. The main building is filled with grain and more storage space is needed.

Edmore, N. D.—We have had a very severe storm in North Dakota, which has delayed traffic for several days. Cars are scarce and country eltrs. are still stacked at many stations.—M. M. Van Osdal, buyer Farmers Eltr. Co.

Ashley, N. D.—Fred Borsz had to discontinue buying grain recently and empty his bins as rapidly as possible to avoid a collapse of his eltr., which was full of grain. The house will have to be strengthened and new partitions built.

Walhalla, N. D.—The north wing of the eltr. of the Federal Eltr. Co. collapsed recently and 12,000 bus. of wheat were scattered on the ground. The house was built several years ago as a flat house and the foundation was not sufficiently heavy to bear the weight of grain, and was crushed.

Portland, N. D.—The eltr. of the Carlgill Eltr. Co., which was built 23 years ago, gave way recently under the pressure of flaxseed, one corner of the building 10

ft. in length, containing the flax bin, being torn out, with a noise like the boom of a cannon. About 2,000 bus. of the slippery seed was scattered on the ground.

Denbigh, N. D.—Judge Amidon of the Federal Court at Grand Forks has decided in favor of defendant in the suit brot by the Farmers Independent Eltr. Co. to recover insurance on the burned eltr. and contents. Edwards, Wood & Co. were interested as creditors of the farmers. The insurance company resisted payment on the ground of fraudulent proofs of loss.

Gackle, N. D.—T. E. Bowman, a carpenter on the eltr. recently built for the Lyon Eltr. Co., died Nov. 19 from injuries received at the eltr. early in Oct. He was carrying lumber across the track and was caught between 2 cars and crushed. The eltr., which has capacity for 25,000 bus. of grain, has been completed, and W. G. Kirkpatrick, formerly in charge of the company's house at Gunthorpe, has been placed in charge.

OHIO.

Join the Ohio Grain Dealers Ass'n.

Send the Journal the grain trade news of your territory.

The present car shortage is one of the severest in the history of the state, and is bringing the grain shipping business almost to a standstill.

Toledo, O.—The Toledo Grain & Milling Co. contemplates building 2 large steel storage tanks for storage and installing new machinery.

Cincinnati, O.—Geo. W. Munson of Allen & Munson, grain dealers, has been appointed official flour inspector for the Chamber of Commerce.

TOLEDO LETTER.

The export demand for oats is good, but the "car famine" is against the grain men.

The movement of corn is just about half as strong as it was during the first part of Nov.

The stock of rye now is close to 100,000 bus., where a year ago it was less than 12,000 bus.

Z. H. Travis will embark in the lumber business, the Travis-Baden Lumber Co., of Toledo, capital \$100,000, was incorporated this week by Mr. Travis and Henry and Herman Baden, of Napoleon.

"Here we are in the face of the largest corn crop in the history of the state," says F. O. Paddock, "but there are few cars with which to move the grain. The country eltrs. are overflowing with the new crop, and the receipts at this point are less than half what they were a year ago."

John F. Courcier, secy. of the Grain Dealers National Ass'n, is mailing what might be termed "twin" copies of the resolutions as pertain to the rate question, as passed by the convention at Niagara Falls, and those passed by the Interstate Commerce Law Convention at Chicago in October.

The reason for the increased receipts during the first week of Dec. is found in the arrival of 2 cargoes of Northern wheat, which came by water from Duluth, the wheat being unloaded at the eltr. of the National Eltr. Co. The shipments of wheat from this market are extremely light, some weeks less than 5,000 bus. be-

ing sent out. The exchange floor exhibits a very dull market.

Geo. Bethinger, who was mgr. of the eltr. of the Southworth-Rice Grain Co., at Custar, O., for the past 20 years, met death in a horrible manner Dec. 2. He was in the act of adjusting a shaft in the basement, when he was caught in the moving machinery. When found, he was dead, being badly crushed with one arm almost severed from the body. He was 55 years of age and is survived by a widow and eleven children.—H. D.

OKLAHOMA

Pawhuska, Okla.—W. P. Wells is building a 10,000-bu. eltr. on the Midland Valley right-of-way.

Douglas, Okla.—Wirt & Lyons, of Enid, have succeeded Hammer Bros. & Evans, who are out of the grain business.

El Reno, Okla.—A meeting of the Grain Dealers Ass'n of Oklahoma and Indian Territory was held here Saturday, Dec. 2.

Canton, Okla.—The Canton Grain Co. incorporated, \$5,000 capital stock. Incorporators, C. D. Boardman and Edw. Broom, of Okeene, and H. A. Hanley, of Canton.

Oklahoma City, Okla.—C. E. Biggs has brot suit against the Oklahoma City Mill & Eltr. Co. for \$15,000 damages for injuries received Oct. 12 at the mill being built for the company. He was at work on a scaffold, which gave way.

PENNSYLVANIA.

Philadelphia, Pa.—J. H. Irwin, formerly of the Irwin Grain & Hay Co., Baltimore, is now with S. C. Woolman & Co.

Philadelphia, Pa.—L. J. Logan, of Logan & Co., was elected secy. of the Commercial Exchange Nov. 22 to succeed Chas. F. Saunders, who will move to California on account of his and his wife's health. Mr. Logan has been in the grain business for 20 years, and became a member of the Exchange in 1887. Mr. Logan will not take charge of the office until Jan. 1 altho Mr. Saunders' resignation took effect Dec. 1. H. A. Tumelty, assistant secy., will have charge of the office during Dec.

PHILADELPHIA LETTER.

The Grain Dealers Journal won on its predictions as to who would be the new secretary of the Commercial Exchange.

The local wheat, corn and oats markets rule quiet but steady, and at present many of the foreign bids on corn are considered too low for satisfactory working.

The cold winterish weather is quickening up the general grain markets, while the brokers and commission men find it necessary to hustle about in order to get trade.

Col. E. L. Rogers has received his full credentials to represent the Commercial Exchange at the meeting of the National Board of Trade in Washington, D. C., on January 16.

Everybody is after No. 1 timothy hay and very few are getting it though \$16 per ton is the wholesale price here. Ordinary undergrades and clover mixed stock is more plentiful and on these prices vary somewhat.

The mill feed market is very quiet at present and this seems to be the general

condition throughout the East, although prices are at least \$3 per ton lower than they were at this time last year, while the Western markets are decidedly firmer. The export business is good, even if local trade is dull.

The grain exporters here are very optimistic over the outcome of conditions in Russia, the empire in rebellion, the channels freezing up, which means a cutting off in supplies for the continent and Great Britain, and especially in wheat. The surplus stock in the West will soon be wanted abroad and anxiously too.

The January election for pres., vice-pres., treas. and six directors of the Commercial Exchange is being talked over already, and it is quite probable that the present incumbents, King, Koch and Woolman, will succeed themselves if they desire to. For the six new directors there will be a lively contest and a number of nominations.

This port, to the surprise of many, is forging ahead of its great rival, Baltimore. During November Philadelphia exports of corn, wheat and oats amounted to 2,860,744 bus., while from Baltimore there were shipped abroad 2,632,369 bus. a difference in favor of Philadelphia of 228,375 bus. The foreign trade for December is estimated at 4,000,000 bus., and for January 5,000,000 bus. Hoop-la!

Considerable excitement brought about by jealousy in the hay trade has caused Director Shoyer of the Municipal Supply department to inquire whether Contractor W. J. McMullin, a prominent member of the Commercial Exchange, has been living up to strict specifications as to No. 1 stock which is being furnished the city at \$13 per ton, while the present wholesale price in the local market is \$16. Norman P. Holland, a member of the official hay committee, and representative of the firm of E. L. Rogers & Co., was chosen to be one of three arbitrators and special inspectors by Mr. McMullin, Director Shoyer choosing the second and the two to select the third man.

The retiring secretary, Charles F. Saunders of the Commercial Exchange was given the advantage of an early Christmas reminder just the day before Thanksgiving when he was presented with a handsome and suitably inscribed gold watch and fob chain as a parting token of esteem by the Exchange membership, Pres. J. H. King and Treas. S. C. Woolman doing the principal speech-making. Billy Brazier, the funny man of the grain floor, led off the surprise by his instantaneous production of a locomotive and full train of Pullman cars which he passed over to the secretary to convey him to California, prefacing the piece of magic with some jolly remarks.—S. R. E.

PITTSBURG LETTER.

The millfeed situation is one of chronic slowness.

The spirited buying of rye the latter part of November has given way to a slow demand. No. 2 Michigan will not now bring more than 73½¢.

All grades and kinds of straw are in demand. Receipts are running light, and all arrivals are quickly placed, with receivers anxiously looking for shipments. Shippers are advised to let cars come forward, as the market is here for profitable selling.

Shipments of top grade oats are urged, and that with emphasis. Receipts for some days have been fairly good, but the improvement in demand has been so steady, and so long continued that arrivals of the better grades are placed without delay. No accumulations have been possible, and stocks are well cleaned up most of the time.

Ear corn has again returned to a condition of strength after showing a tendency to fall back. Of course receipts are practically new corn now, and most of the reports are of stock in good condition. It is hoped that shippers may exercise care to eliminate all the bad stock, as ill conditioned corn is an annoyance to both buyer and seller.

Receipts of hay are very light. Shippers are still complaining of car shortage. Considerably more hay is needed than is likely to come forward of the better grades. No. 1 timothy is very strong, and quotations have advanced to a range of \$13.25 to \$13.50. No. 1 clover mixed is also in active request, while clover is not so brisk. Lower grades of hay are still dull and hard to move.

In this column of last issue it was necessary to state that most of the arrivals of shelled corn were "no grade," and this is still true of the greater portion of receipts. However, there is enough new shelled coming forward in better condition to make it possible to say with truth that the average is better. There is still room for vast improvement, and it is earnestly hoped that this improvement will not be long in coming about. The market shows very decidedly the effect of a flood of unacceptable corn, for it is barely steady.—C. H.

SOUTH DAKOTA.

Wilmot, S. D.—Mr. Porter will build an eltr.

Herreid, S. D.—The Herreid Milling Co. is building a 20,000-bu. eltr.

Canova, S. D.—John J. Mullaney, of Hawarden, Ia., is building an eltr.

Avon, S. D.—L. Smith has applied for an eltr. site on the Milwaukee right-of-way.

Langford, S. D.—The eltr. for the Farmers Eltr. Co. has been completed.—L. D.

Fedora, S. D.—Fox & Peterson have applied for an eltr. site on the Milwaukee right-of-way.

Frankfort, S. D.—The Eagle Roller Mill Co., of New Ulm, Minn., will build a 3,000-bu. eltr. next spring.

Ramona, S. D.—Ed Eklund, formerly agt. for the S. Y. Hyde Eltr. Co., is now agt. for Larkin & Thompson.

Wessington Springs, S. D.—E. E. Sidnam has purchased an eltr. of the Skewis Grain Co., of Minneapolis.—L. D.

Bonesteel, S. D.—Frank Chesley, of Platte, will build an eltr. The Bonesteel Eltr. Co. has applied for an eltr. site.

Langford, S. D.—Farmers in this locality are loading a good deal of wheat and shipping on their own account.—L. D.

Lane, S. D.—A. N. Carlisle, a former grain buyer for the S. Y. Hyde Eltr. Co., has purchased the eltr. of the Cargill Eltr. Co.—L. D.

Woonsocket, S. D.—A. N. Carlisle, formerly a buyer for the S. Y. Hyde Eltr.

Co., has purchased the eltr. of the Cargill Eltr. Co.—L. D.

Baltic, S. D.—The Farmers Eltr. Co. has purchased the eltr. of Larkin & Thompson and will operate it in connection with its old house.

Chester, S. D.—Mr. Steele, of Junius, has completed an eltr. here. The eltr. for the Farmers Eltr. Co. has also been completed and is now in operation.—L. D.

Eureka, S. D.—John Pietz will build an eltr. in the spring to replace the one which collapsed recently. Daniel Mettler and Isaak & Kime Bros. will install dump scales in their eltrs. in the spring.

Eureka, S. D.—Owing to the scarcity of cars more than 90 per cent of the wheat is still in the farmers' hands, and I suppose will stay there. We have had a heavy snow storm and there is about a foot and a half of snow on the ground.—John Pietz.

Garden City, S. D.—The Empire Eltr. Co. will rod their warehouse when the grain has been cleared out of it. The house recently collapsed from overloading and about 2,000 bus. of flax were spilled out on the ground, but as the weather was dry only about 5 bus. of the flax was lost.

Saranac, S. D. (no P. O.)—N. Z. Sharp, of Artesian, is building a 25,000-bu. eltr. and E. A. Rippe, of Madison, is building a 20,000-bu. eltr. Both houses have been nearly completed. This town is on the Sioux Falls-Madison cut-off 11 miles south of Madison and about a mile west of Chester.—L. D.

Wentworth, S. D.—An eltr. is being built here of which the South Dakota Central Ry. is said to be the backer. E. A. Patterson, of Sioux Falls, is mgr. The company is loading in cars now with a portable loader and it is reported that several cents more is being paid than by the other buyers.—L. D.

Ashton, S. D.—Geo. C. Christian, of Minneapolis, who recently purchased an eltr. here, has remodeled the house and built a 15,000-bu. addition. A gasoline engine and a grain cleaner have been installed. The farmers have organized a company and purchased the eltr. of Mat Latimer, who has retired from the grain business.—L. D.

SOUTHEAST.

Wilmington, Del.—John W. Jolls died Nov. 24. Mr. Jolls was not actively engaged in the grain business at the time of his death, having turned the business over to his sons, John W. and Frank, when he was appointed postmaster.

Florence, Ala.—The milling plant of the Corn Exchange has been nearly completed and is expected to be in operation by Jan. 1. The mill building is 38x68 ft. and 3 stories high. Machinery will be installed for handling 1,000 bus. of corn per hour in the husk from barges on the river and will husk, shell, separate and clean 500 bus. per hour. It will also grind meal and feed.

Norfolk, Va.—During November shipments have been made right along from the Norfolk & Western Eltrs. For three years the shipments had been almost nothing, with the exception of an occasional shipment of horse-tooth corn raised by the farmers of Princess Anne and a few counties in North Carolina. Several steamers are now on the way to Newport News to load full cargoes of grain.

TENNESSEE.

Nashville, Tenn.—Rumor has it that two large eltrs. will be erected by the I. C. and Southern Rys.

Nashville, Tenn.—The Nashville Grain Exchange has voted, unanimously, to join the National Board of Trade.

Union City, Tenn.—T. W. Palmer has been taken into court and will be tried on the charge of running a bucket-shop without a license.

Clarksville, Tenn.—The Dunlop Milling Co. has let the contract to the Steel Storage & Eltr. Construction Co. for the erection of a 50,000-bu. eltr.

Nashville, Tenn.—The Chamber of Commerce has adopted resolutions favoring legislation to prevent discrimination in railroad rates, but opposing naming of rates by the government.

Obion, Tenn.—The Farmers & Merchants Milling Co. incorporated, \$20,000 capital stock. Incorporators, L. A. Ward, J. D. Foot, B. B. Boyd, and others.

Memphis, Tenn.—The bucket-shop known as the Christie Grain & Stock Co. is spreading its net for suckers by opening an office here. Bets will be taken on figures manufactured in the so-called "National" board of trade of Kansas City.

Nashville, Tenn.—The Eclipse Commission Co., formerly of this city, regarding which some one signing himself "Haggard" advertised for information in the September number of the Grain Dealers Journal, is no more; the old man having taken the young woman away with him and closed up the office. The mourners are already appearing on the scene. Bonham & Goshorn of Clay City, Ind., seem to have suffered the greatest loss. It is gratifying to know that no one identified with this company was ever a member of the Nashville Grain Exchange.

Nashville, Tenn.—The Illinois Central and Southern Rys. have taken charge of the new road we have running thru Nashville from Hopkinsville, Ky., to Knoxville, Tenn. The I. C. Ry. will operate the north end and the Southern Ry. the southeastern portion, which will give us practically 2 new roads, and good ones too. The I. C. will be very valuable in bringing in grain and hay and the Southern to ship out over as well as to bring some in. Everything running along nicely in grain trade. Cars are a little hard to get, but there are few dealers who are overflowing with business just now. Everyone has large stocks on hand. Hay receipts are very light and in big demand. Prices higher than they have been in some time, with good prospects for further advance before we get very much hay.—Geo. W. Hill & Co.

NASHVILLE LETTER.

Newport, Tenn.—The Newport Mill Co. of this place has completed a corn mill here with a capacity of 2,200 bus. per day.

Cleveland, Tenn.—Fire recently destroyed the large flouring plant of the Sykes Milling Co. of this place. It is likely that the plant will be immediately replaced.

Joe Fox, one of the most prominent of the grain men of this city and a member of the Capital Grain Co., was united in marriage last week to Miss Bessie Eakin, of Chattanooga, at that place.

Mr. and Mrs. Fox after a short wedding trip will make their home in Nashville.

Commissioner of Agriculture Ogilvie of the state of Tennessee has issued his bulletin for last month, and it contains much valuable information. Last year's yield of corn was the heaviest in the history of the state, averaging 29 bus. per acre. The corn yield this year is estimated at 23 bus. per acre.

The buying of wheat is very light, the dullness of the flour situation being the cause, millers buying only what they absolutely need. The hay famine, which has been very acute here for some time, is no better, and dealers face a fine demand. The demand for oats is fairly good, although it does not exceed the supply.

The attention of the grain men and millers here seems to be centered on the corn situation. There is plenty of corn in the country, but its delivery is another question. On account of the car shortage, all deliveries are delayed. This condition has brought strong prices on good milling grain, and a premium is being offered over the regular market for delivery on the day of purchase.

The Eclipse Commission Co., which carried on a grain commission business here, was nothing short of an ingenious swindle. The firm was composed of two members, a man giving his name as Tressel and a young lady, who seemed to be thoroughly conversant with the business. They came here in June and engaged offices in the Chamber of Commerce building. From the first their actions appeared very mysterious, and suspicion was further heightened by their refusal to give anything out whatsoever to the financial agencies. The parties were adverse to being inquired into, and were very nervous when your correspondent called to see them. The first proof to their real status was obtained a few days ago, when a letter was received from Bonham & Goshorn, of Clay City, Ind., stating that they had been "taken in" in a most thoro manner, having sold several cars of grain, to the Eclipse Co. for which they had received no pay.—R. N. C.

TEXAS.

Garland, Tex.—We need a small eltr. for grain at this point.—G. W. Crossman.

Denison, Tex.—C. Y. Partain & Co. have installed a steam power corn shucking and shelling plant.

Van Alstyne, Tex.—The Grayson Mill & Eltr. Co. has leased the plant of the Beall Mill & Eltr. Co.

Marshall, Tex.—Davis & Rosborough, who recently opened up here in the grain business, have sustained a \$5,000 fire loss; insurance, \$3,000.

Fort Worth, Tex.—The Smith Bros. Grain Co. has recently purchased ground on which an eltr. will be erected as soon as the business warrants the outlay.

Amarilla, Tex.—The Dewing Grain Co., of Wichita, Kan., is building a 20,000-bu. eltr. on the Santa Fe Ry., which is expected to be completed before spring. Machinery will be installed to manufacture meal and corn chop.

Galveston, Tex.—Grain exports from Galveston since Sept. 1 and prior to Dec. 1 were 2,047,360 bus. of wheat and 1,145,318 bus. of corn; compared with 32,000 bus. of wheat and 281,674 bus. of corn for

the corresponding period of last year, as reported by C. McD. Robinson, chief inspector of the Galveston Board of Trade.

Sherman, Tex.—The business of the Brackett-Wallace Mill & Grain Co., which went into the hands of a receiver last June, has been re-organized and the plant put in operation. The many friends of Mr. W. O. Brackett will be pleased to learn that he has been re-elected pres. and gen. mgr. of the company. The personnel of the stockholders also is practically unchanged.

TEXAS LETTER.

Lampasas.—The Oliver Co. has succeeded to the grain business of H. V. Campbell.

Grain dealers are experiencing great difficulty in getting enough cars to move the grain they have orders for and many of the mills are being shut down as they cannot get wheat from Kansas and other northern points to grind as roads have been unable to supply the dealers with cars to haul the grain.

The writer has just returned from a long trip over north Texas, Oklahoma and Indian Territory. All along the roads in Oklahoma and Indian Territory are great piles of corn laying out in the open waiting for cars to be shipped, and at one point a pile about a quarter of a mile long was lying in the open and a party in the town stated that there was over half million bushels of corn stacked up waiting for cars to get to the market. With facilities for handling this crop there is no doubt but that a vast amount of this grain would reach the gulf for export, but while the roads are apparently doing all in their power to move this immense crop they simply have not the facilities for handling the immense accumulation.—J. S. W.

WASHINGTON.

Garfield, Wash.—The warehouse of the Kerr-Gifford Co. burned Nov. 16. It was filled with wheat.

Ritzville, Wash.—One of the warehouses of the Tacoma Warehouse & Sperry Milling Co. collapsed recently.

Pullman, Wash.—A wheat convention will be held here in January, with the approval of the state grain inspection dept. and the state college.

Edwall, Wash.—About 500,000 bus. of the 1905 wheat crop has been delivered by growers to the Everett Grain & Warehouse Co. and the Seattle Grain Co.

Seattle, Wash.—Shippers are complaining about the limited facilities of Seattle for handling grain, now that exports of wheat and other grain call many ships to this harbor, and efforts are being made by growers and exporters to handle wheat from the interior at Seattle because of the many advantages of this market. The demands of the Big Bend shippers at least should be met. It is suggested that exporters organize a company to erect another eltr. or two as well as lease and operate the Great Northern eltr. at the Smith cove docks.—Trade Register.

Tacoma, Wash.—The atty.-gen. on Nov. 24 advised the state grain commission that while the state laws impose no penalty on combinations in restraint of trade, the federal statutes apply to the alleged grain combine declared by W. H. Reed, state grain commissioner, to exist. Com-

missioner Reed's evidence is an alleged compact, as follows: The Portland committee and Puget Sound committee shall consult each day early in the morning, through their representatives and agree on limits, which shall be sent out by the various members, at the same time and expire each evening at 8 o'clock.

WISCONSIN.

Madison, Wis.—A bill requiring railroads to furnish cars has been introduced in the legislature.

Milwaukee, Wis.—Geo. W. Marling, who recently underwent an operation, died suddenly Nov. 21, aged 61 years.

Madison, Wis.—An agronomy building costing \$18,000 is to be erected at the state university. One entire floor will be devoted to a seed dept.

Milwaukee, Wis.—The eltr. of the American Malting Co. was recently damaged by a fire which was started by the burning out of a large motor. Loss about \$500.

Superior, Wis.—Judge Parker of the municipal court on Dec. 1 gave judgment for the Wisconsin Grain & Warehouse Commission against the Duluth-Superior Milling Co. in the sum of \$200 and costs.

Superior, Wis.—The high water of the storm of Nov. 27 filled the boots and receiving sinks of the big eltrs. and mills, and the following snow and cold prolonged the tie-up for the remainder of the week.

Superior, Wis.—Amendments to the grain inspection law will be offered at the special session of the legislature, with a view to making plain certain provisions of the law and strengthening the commission.

Superior, Wis.—Two Wisconsin inspectors who attempted to sample the cargo of the steamer Rollins Dec. 4 were deprived of their samples by the supt. of the eltr. and several mill hands. Supt. McManus is charged with assault and will be tried Dec. 20.

Milwaukee, Wis.—The following have been elected members of the Chamber of Commerce: Irwin C. Lyman, Frank Stollenwerk, John E. Gleason, Edgar J. Breen and Geo. H. Upham. The applications for Walter Schroeder, W. B. Morse and H. W. Ladish have been posted.

Superior, Wis.—A copy of the lease whereby the Great Northern Eltrs. were turned over to A. D. Thomson to be operated as private houses, has been delivered to the Wisconsin Railroad Commissioners as requested. The Barnum Grain Co., of Duluth, Minn., on Nov. 22 was granted an order by the federal court at Madison, Wis., restraining the Wisconsin inspectors from inspecting cars of grain consigned to the company and billed to Duluth. A hearing on the injunction will be held Dec. 12. The order does not prohibit the inspection of grain billed to Superior.

Superior, Wis.—In his message to the legislature Governor La Follette says: The Grain & Warehouse Commission has earned, during a period of fifty days, the sum of \$5,825. Its expenditures for the same period have been \$4,600. None of the fees, however, have been paid, the expenses of the commission having been raised by public subscription among the citizens of Superior. The commission



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has built, or added to its system, over 1900 (nineteen hundred) miles of new railroad, during the past five years and all traversing newly-settled sections of the Southwest. NOW is the time to locate your factory or mill in this most prosperous section. It will repay you to write TODAY for full particulars regarding inducements offered, abundant raw materials, excellent markets, etc. Illustrated booklet "Opportunities" sent free

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says: "We are informed that the Great Northern Railway has collected all fees on grain shipped over their line of road which we have inspected, amounting to upwards of \$4,000, which money they refuse to turn over to the commission." Had the fees earned by the commission been paid, there would have been a net gain to the state of \$1,225 for the period referred to, and the commission estimates that there would have been additional earnings amounting to \$4,500 for the period, had it not been prevented from doing work which the law authorizes and requires it to do. Several cases are now pending in the courts involving the construction and constitutionality of the law. It is claimed that in section 5 of chapter 19, the legislative intent as to what grain should be inspected, is in doubt. Also that section 18, limiting the charges of elevators in the city of Superior, and section 56, making the law applicable to points in the state outside of the city of Superior, should the commission think it expedient and practical to do so, are in violation of the state and federal constitutions. I would recommend that the act be carefully considered, and such amendments thereto enacted as will make the legislative intent clear, and afford a remedy for the evils complained of, to the full extent of the constitutional power of the state.

MILWAUKEE LETTER.

E. P. Bacon, chairman of the Interstate Commerce Law Convention, left for Washington this week, to watch the progress of the pending interstate commerce legislation.

The crippling of the pontoon bridge over the Mississippi River at Prairie du Chien has caused a serious blockade of cars billed to this city from some of the principal wheat producing sections of the Northwest traversed by the C. M. & St. P. railway. This has been a factor in bringing receipts down to a very low ebb.

Members of the Chamber of Commerce have expected that steps would be taken at Chicago to stop privilege trading under the name of "bids and offers," and a few have even gone so far as to try to initiate action along this line. The question was recently discussed at a special meeting of the Board of Directors, but thus far nothing decisive has resulted.

Milwaukee brewers, as well as a number located in Minnesota, are reported to have made large purchases of Montana barley from the famous Gallatin Valley, at an extremely low figure, considering the quality. One dollar per hundred pounds is the average price said to have been paid. This barley is probably unsurpassed anywhere in the world, but, of course, it has to be malted separately from other varieties.

The grain market is without essential change from what it was last week. Good milling wheat is in active request and much more than is coming could be placed to advantage, but smutty or damaged samples are difficult to dispose of. The demand for barley is limited and chiefly confined to the lower qualities of malting and feed. Rye, corn and oats sell well. Seed is in varying demand, flax being firm, clover steady and timothy easy. Shippers should obtain accurate quotations by sending in samples, as no other course is reliable.—C. T.

Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

AMPLE CARGO ROOM AVAILABLE AT BALTIMORE.

Grain Dealers Journal: Reports to the effect that all available room for grain for export via Baltimore has been engaged up to the third week of March, are entirely erroneous. None of the lines from Baltimore are in such a position. Few of them have booked beyond January.

It is pertinent, however, to remark that available room for grain per regular line ships from Baltimore forms but a very small quota of the quantity of the total room available, including what are known as "Tramp" or full cargo steamers. This, as you will probably know, is limited only by the rate of freight. Yours truly, J. C. Gorman, Mgr., Atlantic Transport Co., Baltimore.

[The bear speculators who have persistently circulated false reports regarding the scarcity of ocean room will be distressed to learn that Mr. Gorman does not mean January, 1907.]

PROFITS OF FREIGHT RATE CUTTING.

Grain Dealers Journal: The action of the Gulf roads in again cutting rates on corn shipments from Missouri River points this winter is a matter of surprise, to say the least. Not only is it a breach of good faith with the Atlantic seaboard lines and the primary markets of the country, but it would seem to be poor business policy. In view of the fact that there is more grain in the West this crop than the railroads have the equipment to handle at normal rates of freight, what utter nonsense it seems for a road to cut the rate and reduce its earnings.

For weeks shippers at local stations on these rate-slashing Gulf lines have been clamoring for cars to transport grain and other freight at good stiff rates, and have only secured a few cars after much delay. Some of the roads with a charming inconsistency make contracts to transport millions of bushels of corn at a cut of several cents a hundred pounds. As emphasizing this inconsistency, note the exceptional action of the Missouri, Kansas & Texas road in withdrawing all export tariffs with the simple explanation that they had more domestic business offering than they could handle.

The railroad interests of the country at this time pretend to be greatly exercised over the fear that Congress may delegate to some federal body the power to regulate railroad freight rates, with the result of depleting the earnings of the roads. What bosh. Even should a federal body empowered to regulate rates order any reductions, the earnings of the roads would not be depleted by such action as much in a year as they are in sixty days by a voluntary cutting of rates by a traffic manager, who cannot withstand the arguments and appeals of some heavy exporter or domestic shipper.

The simple cutting of a rate several cents a hundred pounds is only a drop in the bucket. It is the disastrous results of the first cut that plays havoc. Will the Gulf line that first cut the rate and secured a heavy business suppose for a moment that the Atlantic seaboard lines and the roads interested in the primary markets are to remain in ignorance of what is being done? Why does it not occur to them that a ruinous rate war is the inevitable outcome of their initial deviation from arif.

It is easy to detect rate cutting. The prices paid for grain in a certain territory indicate plainly the charges for transportation.

Have not the railroads of the West had sufficient experience with rate wars and consequent hauling of freight at "a loss"?

If they are not able to control the situation on sound business principles, is it not time for them to go in a body before Congress and plead for legislation that will protect them from the hypnotic influence of certain shippers, who regularly or periodically induce the traffic managers to deviate from published tariff? It is not time that shareholders in railroad properties brush away the cobweb of misrepresentation of interested railroad officials that obscures their vision? And, with this cobweb removed, be enabled to see that railroad freight legislation that prevents traffic managers from needlessly cutting rates and reducing earnings is something they should strive to secure, rather than oppose?

Securing business by means of cut rates has never proven profitable to any railroad. As a matter of fact the road did not secure a greater volume of business by the cut rate than if tariff had been adhered to. Admit that with the inauguration of the cut rate a large quantity of freight was secured, what was the outcome? A competing road in the course of time detects the deviation from tariff by the first road, and reduces its rates also, with the result that it secures a volume of tonnage equally as large as the road first cutting rates. When balances are cast up, both of these lines find that they have handled just about the same volume of business they would naturally have handled on normal rates. Who has been benefitted by these unbusiness-like methods? Not the railroads, surely, for they have deprived their treasury of the difference between tariff rates they could have earned and the cut rates they did earn.

The beneficiaries are the few shippers whose persuasive eloquence induced the first named road to give them a cut rate. To say that the cut rate is necessary to enable exporting of grain to foreign countries in competition with other exporting countries is a plausible but unsound argument. Does the exporter enjoying a cut rate use it to deliver grain in foreign countries at a cheaper price? No, most decidedly no. He adds the difference in the rate to the price to be paid for grain at point of shipment, merely, and solely to prevent other buyers and other markets from securing the grain.

Positively a railroad does not encourage and facilitate exporting of grain by cutting rates from the grain field to the seaboard, but simply increases the price at point of shipment. It is the railroad that pays this increased cost of the grain at point of shipment, or strictly speaking furnishes the money to the favored ship-

per to pay. In short, the railroads, the primary markets, and all grain and elevator interests at market centers East and West, North and South, are the losers.—F. S. Rutherford, St. Louis, Mo.

UNIFORM GRADES.

Grain Dealers Journal: I think every shipper should advocate uniform grades as he is now advocating rate regulation. If the different markets were to get together and allow some of their pride to wane a bit we would mighty soon know that uniform grades could become not only practicable, but very popular. Some receivers make the excuse that local conditions prevent uniform grades, but I think the trouble lies in that some markets are selfish, others have too much politics, and some too much doping and mixing. The very fact that one market will not sell to another market unless the market buying agrees to accept the selling market's certificate on grades and weights as final. The rules being the same in both markets, it appears that they distrust one another to a certain extent. Now if a shipper were an expert judge of grain and he were to ask a terminal market to accept his inspection and weights as final, they would be considered a fit subject for an asylum.

In looking over the rules governing inspection at Toledo, Baltimore, Philadelphia, New Orleans, Cincinnati, Milwaukee, Chicago, Minneapolis and others I found a difference on very near all the corresponding grades, and that is the reason I say a shipper should post himself on the grades to the market he favors with his grain. Consider his predicament when he sells on a track bid and has not the faintest idea what market terms he is up against. It is foolish to ask the shipper to buy and handle his grain to suit the fancy of a half dozen different markets.

I received a letter the other day from a large shipper and he wanted to know why No. 3 White Oats at Toledo graded N. E. G. at Philadelphia? There are a lot of things a shipper might ask, but then if he does he is considered a kicker, fanatic or crank. If Toledo has a high standard grade on No. 2 Rye, due we will say to local conditions, and if Chicago's No. 2 be only equal to Toledo's No. 3 which to Chicago's trade is satisfactory, I see no reason for that being a hindrance to uniform grades. We certainly can establish grades for something that exists, but not that which does not. I say establish uniform grades in all the markets on stuff graded in and if a market wants to establish an out grade let it do that on its own responsibility.

At the rate the Grain Dealers National Ass'n is recovering its prestige and with a lift from every shipper we should soon have enough steam behind our arguments to force a reasonable consideration from the large terminal markets on uniform grades. Imagine a condition where a five dollar gold piece would be worth five dollars at New York, four dollars at St. Louis and three dollars at New Orleans, or vice versa. The shippers are practically up against the same thing on grain, but must grin and bear it. It is not due to the lack of brains that we have not uniform grades—we have plenty of them in every market.

If there be a high standard established, for example on No. 2 Yellow corn that exists, even though there be very little of it, let there be a rule to that effect in

every market and the demand and price will determine its destination, and the same will apply to all other uniform grades. There is no doubt in my mind that a great deal of time and care is taken by the leading markets to have their rules as near just as possible, but then why all this great difference in corresponding grades?—Harry W. Kress, Toledo, O.

New Secretary Commercial Exchange.

The many friends of L. J. Logan, who has been engaged in the grain business of Philadelphia since '82 will be pleased to hear of his election to the Secretaryship of the Commercial Exchange. Mr.



L. J. Logan, Philadelphia.
Elected Secretary Commercial Exchange.
Logan has been a member of the Exchange for nearly twenty years and will now retire from the grain business, and give his entire time to the Exchange.

Mr. Charles F. Saunders was compelled to resign on account of poor health and will move to California.

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Let us have Harmony.
—From the Grain Man's Guide.

The Budapest Grain Exchange opened its splendid new building Oct. 30. It is the largest commercial exchange building in the world, and contains two large rooms each with an area of 792 square yards, and 54 ft. in height.



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Seeds

Clover seed exports from New York for the week ending Dec. 2 were 3,398 bags, against 4,155 a year ago.

Distribution of samples of seed grain by the Dominion Dept. of Agri., Ottawa, Ont., will begin at the beginning of the new year.

Alfalfa seed valued at \$30,000 is being shipped from Parma, Canyon County, Idaho, to Europe. Most of the alfalfa seed crop of this valley goes to Colorado.

Columbus, O., Dec. 1.—About 32 per cent of clover area cut for seed. The yield per acre was the smallest in years; 1.18 bus. per acre against 1.35 bus. per acre last year.—Ohio Dept. of Agri.

Hamburg, Germany, Nov. 16.—Since our report of the middle of October we have had continuous rains, which hurt a good deal of red clover. Trade in alfalfa is very slow and prices are declining. Alsike is in better demand and there is a little better feeling in white clover.—R. Liefmann Sons Successors.

Thirty of the leading seed dealers of the country have sent Pres. Roosevelt a petition protesting against the free distribution of seeds by members of congress, and urging that the intent of the original act providing for the dissemination of rare seeds should be adhered to, the present practice being unfair to the seed trade.

Red top was only a medium crop and prices are somewhat higher than last season. The final qualities of red top in chaff are getting very scarce. The crop of orchard grass was far below an average one, and the quality very disappointing. Altho the crop of Kentucky blue grass was very small considerable seed was carried over from last season and prices are not high.—Henry Nungesser & Co.

Clover seed melts away in springtime. March is the big month. Stock at Toledo then always decreases. Last March it decreased 30,000 bags, against 15,000 two years ago and 31,000 three years ago. February always decreases freely. Last year it did 8,000 bags, but two years ago there was a large decrease of 21,000 and 15,000 three years ago. April shows from 8,000 to 11,000 decrease.—C. A. King & Co.

Clover seed receipts at Toledo for the week ending Dec. 2 were 2,432 bags; compared with 1,400 bags for the corresponding week of 1904. Receipts for the season. The fine qualities of red top in with 55,000 bags for the same period of last year. Shipments for the week ending Dec. 2 were 400 bags; compared with 1,000 bags for the corresponding week of 1904. Shipments for the season have been 5,900 bags; compared with 14,000 bags for the corresponding period of last year.

We believe a good deal of January and March clover seed has been sold against the stock here and of course when the demand comes for the cash the futures will have to be bought in. Advices of shipment here of small lots are very light and there is no increase in sight. Many \$8 bulls are now talking \$9 and \$10. It doesn't look as if there would be much seed imported unless, of course, our prices will spring up a couple of dollars

more. Letters to us from our country shippers indicate that there is some seed back but the amount is even smaller than last year when the crop was short and when prime seed sold as high as \$9.—J. F. Zahm & Co.

Toronto, Ont., Nov. 16.—In most instances the immense growth of clover, and the presence of the midge, prevented a large yield of seed, although a few correspondents speak enthusiastically of results. Pastured fields gave more clover seed than those cut for hay. Red clover did better than either alsike or lucerne, although the last named crop is growing rapidly in favor. The catch of new clover this season has been all that could be desired.—Ontario Dept. of Agri.

A large eastern dealer writes C. A. King & Co.: The eastern trade is, as usual, waiting for low prices. When seed gets selling around \$9 they will all be anxious to buy. I think you might take a bag of gold dollars around this country now, and it would be impossible to sell them for 85 cents. This fondness for buying seed at high prices and ignoring it at low prices is one of the things I have been unable to understand. The trade this year will be late. Almost every small dealer in the East has to be filled up. They have practically no seed in stock. When the time comes that they must buy, I think you will see a great rush.

English red clovers show poor quality. There will, of course, be a certain quantity of really fine seed made, but this ordinary seed—the bulk of the crop—can only find a home in the country it is born in. Russians are coming out better, and show fine samples. German, Hungarian, and Austrian are coming out more reasonably. French, we are afraid, will be of no interest to us this season. American and Canadian we suspect will be kept at the other side of 'the pond.' However, Chilians will amply make up for the deficiency; they are developing very good business, having been kept in reason up till now.—London Corn Circular.

A cruel effort to destroy one of the most cherished of the few remaining privileges of the congressmen is now being made by certain persons engaged in the business of selling seeds. The nation may rely upon it, of course, that the congressmen will resist with all their strength this assault upon one of their most valued privileges. To many a striving statesman the power to cut a figure in the free-seed distribution is as the breath of life. It is dearer to him than the "leave to print" privilege whereby he occasionally makes a showing in the Congressional Record. However, in this time of retrenchment and political decency the public's sympathies will be with the seed dealers. If the president can put a stop to the seed graft he will have strengthened his hold upon the good will and esteem of the nation.—Chicago Daily News.

TOLEDO SEED LETTER.

With December liquidation out of the way, and deliveries on contract pretty well cared for; the market situation on clover seed is firmer. Prices are now about 20 cents higher all around than two weeks ago, and there are indications that higher quotations will be seen. One well known dealer cites the Cumberland Valley crop a year ago as having come in

late and having had the tendency to lower prices at that time, but this year that crop is in. It is furthermore pointed out that all important seed centers have disposed of most of their stocks to Toledo dealers, so where is the future demand to be supplied except from Toledo. Furthermore, granting that Russia has seed to sell, who will venture to buy from that market under the present condition that country is in. It is really believed by most of the local dealers that the foreigners will have to come to the United States for their seed. This is indicated by the foreign brethren offering the same grade of seed at much higher prices than Toledo dealers, or holders of seed elsewhere in this country, are now asking. Everything points to higher levels for seed by the end of the season.

The Ohio Seed Co., of Toledo, which will do a wholesale trade in clover, timothy and other field seeds, has been incorporated under the state laws by Herman Philipps, Latimer Thompson, Karl Mathias, Charles K. Friedman and U. G. Denman.—H. D.

Annual Report Minnesota Inspection Bureau.

F. W. Eva, chief grain inspector of Minnesota, has just presented his report for the year ending Sept. 1.

The total number of carloads of grain inspected 'on arrival' at the six terminal points, Minneapolis, Duluth, St. Paul, St. Cloud, New Prague and Sleepy Eye, amounted to 202,352, divided as follows: Spring and winter wheat, 125,564 cars; corn, 5,315; oats, 24,080; rye, 3,421; barley, 22,563; flaxseed, 21,400. Compared with the business of the previous season, the result shows a falling off in the receipts of wheat amounted to 1,871 carloads; rye, 111 carloads, and in flaxseed of 9,238 carloads. There was, however, a gain in receipts of coarse grain.

Revenue for the year consisted of \$1,706 from country elevator licenses, \$237 from grain samples sold, \$2,034 interest on deposit, \$111,112 weighing department and \$136,304 from the inspection department, making a total of \$251,399 received. Disbursements were \$251,106. The surplus from the preceding year was \$94,313, leaving a balance on hand of \$94,610.

Out of a total of 284,930 carloads of grain inspected 'on arrival' and 'out of store,' 30,947 cars were held out for re-inspection, with the following results: In 14,153 cases the original grade and dockage was confirmed; grades were raised in 9,532 cases, lowered in 3,344 cases, and in 3,918 cases the dockage was changed. Appeals to the board of grain appeals were made in 11,009 cases, in 7,859 of which the decisions of the chief deputies were confirmed, and in 3,150 cases changed.

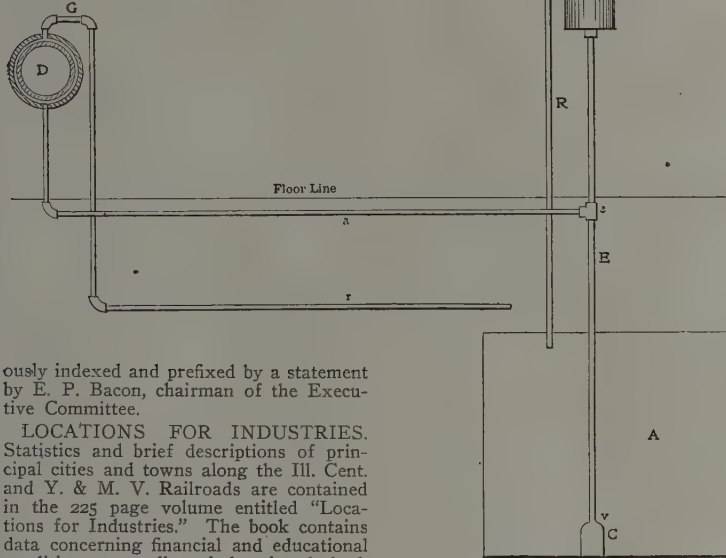
The number of cars received at the terminal points and found in what might be termed 'bad order,' were 9,112 out of a total of 202,352. Of these, 3,981 were without seals; 647 with seals broken; 1,010 with open end and side doors; 878 with leaky grain doors; 259 with leaky end, side and bottom; 970 with no fastenings; 1,330 were poorly fastened and 28 with doors off.

The net average dockage on total receipts at all points was 18.6 ounces a bushel; against 21 1-6 ounces the previous year.

Books Received

ANNUAL REPORT ONTARIO BUREAU OF INDUSTRIES.—The official report of the Ontario Dept. of Agri., 48 pages, includes complete statistics of fall wheat, spring wheat, oats, barley, peas, beans, rye, buckwheat, corn, besides various other agricultural data for 1904.

PROCEEDINGS INTERSTATE COMMERCE CONVENTION.—A full report of the sessions of the Interstate Commerce Law Convention, held at Chicago, in October. Contains proceedings of the meetings, the addresses given, papers read, reports of committees and resolutions adopted. Also list of organizations represented. The book is cop-



ously indexed and prefixed by a statement by E. P. Bacon, chairman of the Executive Committee.

LOCATIONS FOR INDUSTRIES. Statistics and brief descriptions of principal cities and towns along the Ill. Cent. and Y. & M. V. Railroads are contained in the 225 page volume entitled "Locations for Industries." The book contains data concerning financial and educational conditions, as well as industries desired, the predominating nationality and similar statistics and also a brief description of each city in individual merits. The book is of chief interest to seekers of locations for factories, but contains data of interest to dealers contemplating new locations. Copy free to readers of the Grain Dealers Journal on application to J. C. Clair, Industrial Commissioner, I. C. R. R. Co., Park Row, Chicago, Ill.

CAMPBELL'S SOIL CULTURE MANUAL is a 96-page book in which is propagated the Campbell system of soil culture. By the application of this system to semi-arid lands of the western plains, almost sterile lands have been made to yield large returns, and its application to more fertile sections has met with equally marked success. The principle is that of sub-soil packing. Briefly stated, it involves the thorough pulverizing of the soil, followed by the packing of the under portion of the plowed surface followed by the loosening of the upper portion. Some of the advantages of the method are the retention of the moisture in the soil, a stronger capillary movement of water and a more prolific growth of roots. The methods and advantages of applying the system in the cultivation of different cereals Mr. Campbell discusses in the book in detail. Published by H. W. Campbell, Lincoln, Neb. Price, 50 cents.

Piping Cooling Water to Gasoline Engine.

An arrangement for supplying cooling water to a gasoline engine from a cistern or well is shown in the engraving herewith, for which we are indebted to *Popular Mechanics*.

The water is pumped from the cistern, A, thru E, a and G to the cylinder, D, returning to the cistern by the pipe R. The water raised from the pump cham-

Cooling Water Arrangement for Gasoline Engine.

ber, C, divides at the tee, e, the surplus not taken by the engine passing up to a reservoir, B, placed at a level higher than the engine cylinder. The overflow from this reservoir, which may have a capacity as small as 3 gallons, flows back to the cistern thru the overflow pipe, R.

At v, above the pump chamber a very small hole, not more than 1-16 in. in diameter is drilled to let the pipe, E, empty itself when the power plant is not in operation.

The pump rod, P, is connected to any convenient mechanism that will give it the necessary reciprocating motion. Of course, the constant operation of the small pump will consume power, and this is the only real objection to the arrangement. Also it is possible to cool the engine too much, so a stop-cock is placed at G, to gage the flow so that the temperature of the cooling water leaving the cylinder will be about 150 degrees.

Where no cistern is at hand and power is an object it is far preferable to have the cooling tank above ground and prevent its freezing by dissolving calcium chloride in the water.

Throwing open the Yakima Indian Reservation of Washington will permit settlement of 600,000 acres.

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Toledo as a Receiving Market.—IV.

BY HARRY W. KRESS.

Toledo should be one of the largest terminal markets for grain. It is located at a point both favorable to the East and West with Indiana and Michigan at close range. It has railroad lines reaching into the heart of the western grain producing states. In fact, the railroad facilities are advantageous, in that it is a short haul which does away with exorbitant freight rates and less shrinkage. The shippers can receive quick returns, which is very acceptable, allowing their cash to make quick returns, and making it unnecessary to borrow money at a high rate of interest from their banks during the busy season. Shrinkage, capital and freight rates are three important factors to the shippers of grain.

Quick inspection is what a shipper desires. This is especially so on new corn. The railroad yards here are large, with ample elevator facilities to take care of almost half a million bushels of grain a day without crowding matters. Toledo has one of the finest harbors on the lake front. This makes a splendid water route to Canadian and Eastern points, six months of the year. This advantage should enable Toledo buyers to give shippers good bids. Now, why does not Toledo handle as many cars as she did some years ago? First, the interior millers years ago were compelled to ship the grain they bought from the farmers to Toledo, owing to their not having sufficient storage capacity. Today they have large storage room. The grain bought by the interior and mining districts, is sold direct by the shippers instead of going to the terminal markets. There is not a terminal market in the country today that has not felt the effects of these reverse conditions.

A shipper today will sell his wheat to his miller competitor, which he did not do years ago—we must also understand that a car today carries three to four times the amount of grain a car did a few years ago. The surprising feature is that the inspection and weighing charges have not increased in proportion. The receipts of 500 cars ten years ago can today be carried in 100 cars. This certainly shows that we are advancing with the times. Toledo might have been loose in its methods years ago (at least so one hears), but if they have erred in the past, they certainly are making good now, and I hope she reaps a bountiful prosperity for her efforts.

As I will soon complete my study here, after seeing a little more of the new corn, this will be my last report on Toledo, and I am only sorry that I will not be able to see conditions as they exist in other markets to make comparisons.

NEW CORN AT TOLEDO.

The corn crop this year is a bumper in yield, but as to quality there is room for improvement. Owing to the stringency in the car situation, especially eastern cars, Toledo is getting a goodly portion of corn, no doubt part of which was intended for the seaboard. It is surprising what desperate chances shippers will take to get their corn to market, loading any old cars that they can lay their hands on, and using refrigerator cars with as little compunction as though they were intended for grain.

It may be well enough to load corn in

refrigerator cars when the condition of the same will bear it, but new corn, no matter how good, is a very dangerous proposition under such severe tests. Every time the inspector gets into a refrigerator car I am prepared to hear the worst. "Nothing risked, nothing gained" is a bad motto for a shipper to put in practice on new corn, and the less he has of that kind of "mottoish" enthusiasm the better off he will be financially.

In loading new corn in cars last year it appeared as though I went to extremes. I had made galvanized pipes $5\frac{1}{2}$ ft. in length, 6 in. in diameter, and perforated as much as possible with $\frac{1}{4}$ in. holes. I put four to five of these in every car, nailing them tight to the floor and allowing the top exposed above the grain line—with a current of air passing underneath the roof of the car, especially while in transit; these pipes acted as ventilators. I want to say that my apparent extremes were certainly rewarded when I received my returns, and if I ship corn, which I am in doubt about, I shall always go to those extremes. These pipes cost me about \$4.00 per car and was no consideration when I took in account what it saved me on my corn.

It is a good plan to leave the outside door open several inches to let in a small circulation of air. I want to say that at the rate some shippers are losing money on corn coming in here they could afford to have heavy $\frac{1}{4}$ in. screened grain doors instead of wooden ones, and put 20 pipes to a car, and have a profit of about \$50, instead of \$100 loss. There seems to be a good deal of damp corn in some localities which is grading No Grade or "N. E. G."

The corn from Ohio and Indiana points is inferior in quality to western corn. This may be due to the fact that the western states are raising a small grain of corn which does not take on very much moisture. A good comparison as to size would be by comparing a berry of wheat to a berry of rye. Ohio and Indiana farmers must follow the example of their western brethren, and unless they do, the sooner will they realize that the consumers of corn will refuse to pay them as much for the kind of corn they are raising today. The fact of the western corn being a smaller grain does not diminish its value; in fact, I am told it does the reverse. The percentage of moisture in No. 2 corn, 10 to 15; No. 3, 15 to 20; No. 4, 20 to 25; No Grade, 25 to 30. Most of the off grade corn here is kiln-dried, the cost of which is 5c per bu.

It is surprising to notice how little care is taken in cleaning corn before sending it to market. Some shippers are sorely in need of instruction on how to regulate a sheller. They are not satisfied merely to shell the corn from the cob, but they must set the burrs so close that they crush corn and cob. This makes it very apparent why corn comes to market in such trashy condition.

In figuring the average loss in money to the shipper whose corn grades No Grade, I have estimated it between \$70.00 and \$90.00, and on No. 4 about \$20.00 to \$40.00. In speaking to a friend the other day we got on the subject of new corn. He was telling me of a shipper who, on his first shipments of new corn, had lost over \$1,000, so rather than continue losing money at that rate he took his sheller apart and told the farmers he would be unable to handle any more corn until he

got a new sheller. It would not be a bad idea for other shippers to follow his example at the rate they are losing money on No Grade corn.

Toledo is not as lenient on the grading of corn as it might be, but then I suppose their trade requires a higher standard.

Supply Trade

O, tradesmen, in thine hour of eee,
If on this paper you should ccc,
Take my advice and now be yyy,
Go straight ahead and advert iii,
You'll find the project of some uuu,
Neglect can offer no ex qqq;
Be wise at once, prolong your d aaa,
A silent business soon de kkk.

—Journal of Philology.

The Aitchison Perforating Co. has succeeded the Robert Aitchison Perforated Metal Co.

W. C. Allen, of Gurley, Ala., has been granted letters patent on an air suction device to unload grain from wagons.

Burns Bros., Buffalo, are favoring their friends in the trade with a very handsome souvenir book of Buffalo views.

Put it down among the axioms that judicious advertising always pays, and live advertising is always judicious advertising.

Caldwell & Barr, of Earl Park, Ind., have been granted letters patent No. 805,709 for improvements upon their process of purifying grain.

Increased duties on gasoline engines have been asked of the Canadian tariff commission which recently has held sessions at Chatham and Wallaceburg, Ont.

Rosenbaum Brothers, Chicago, are favoring their many friends in the trade with a very interesting little booklet on "Hedging." Copies can be obtained by Journal readers for the asking.

The Pratt Construction Co. has been incorporated at Decatur, Ill., to manufacture oil extracting machinery. The capital stock is \$25,000, and among the incorporators are F. M. and Chas. F. Pratt.

A record of 625 bus. of oats sacked in 45 minutes was made recently in the plant of the Oneonta Milling Co., Oneonta, N. Y., with one man drawing and two men tying, using a Richardson Automatic Scale.

The Barnett & Record Co., of Minneapolis, Minn., has been awarded the contract to build an addition costing \$700,000 to the new iron ore dock of the D. M. & N. Ry. at Duluth, one of the greatest docks in the world.

Our consul in Milan, Italy, urges American manufacturers to be represented at the exposition to be held there next year. This is to be European in character, and the amount of advertising that can be got by good exhibits is, he thinks, rather underrated in the United States. This show opens in April and lasts till November. In size and beauty it will compare with any of the recent world's fairs.

The Invincible Grain Cleaner Co., of Silver Creek, N. Y., has just received a large order for the largest size steel separators and Day Dust Collectors to be installed in the 500,000-bu. elevator being built by the Dock Board at Liverpool, Eng. These are said to be the first all-steel separators to be installed in England. The Invincible Co. has enjoyed an unusually good business all this year.

The Novelty Show at the Coliseum, Chicago, Dec. 14-26, will exhibit all that is clever and unique in modern devices of utility, amusement and instruction, and will be dignified and instructive as well as entertaining, safeguards to that end having been adopted by the syndicate of manufacturers under whose auspices the show is given, with a view to especially interesting dealers, manufacturers and inventors.

B. F. Gump, who for more than 30 years has been engaged in the second-hand machinery business at Chicago, Ill., died Nov. 8 of heart failure, aged 74 years. The business in mill supplies which he established as a branch of Chas. A. Gump & Co., of Dayton, O., grew to very large proportions. When the Board of Trade was made homeless by the great fire of 1871 the grain men held their sessions temporarily in Mr. Gump's large Canal street warehouse.

Insurance Men Interested in Calcium Chloride.

It is gratifying to know that the frost-resisting qualities of Calcium Chloride solution in fire water barrels has attracted sufficient attention from the secretaries of mutual fire insurance companies making a specialty of insuring grain elevators to prompt them to investigate its merits.

At a recent meeting in this city of about twenty such officials James H. Rhodes & Co. were invited and addressed the meeting on the merits of the calcium chloride solution. Some of the secretaries had also made tests with the solution and were decidedly in favor of recommending its use to all property owners for their water barrels. Not only does it keep the water in the fire barrels from freezing and evaporating, but it also keeps the water from becoming stale and giving off rank odors.

The Editor as a Gasoline Engine Expert.

When we started to run this edition off, the engine gave way, allowing the guilderfluke to fall and break as it struck the plunkerflopper. This, of course, as anyone who knows anything about a benzine choochoo will readily understand, left the gangplank with only the flipflap to support it, which also dropped and broke off the wapperchoke. This loosened the fluking between the ramrod and the fiber snatcher, which also caused trouble.

The report that the trouble was caused by over-indulgence in Peruna by ourself is a tissue of falsehoods, the peeled appearance of our right eye being caused by our going into the hatchway in our anxiety to start it and pulling the coupling pin after the slapbung was broken, which caused the dingus to rise up and welt us in the optic.—Okmulgee Democrat.

State Reciprocal Demurrage Laws Constitutional.

Rail carriers have forced so many would-be grain shippers to suspend business because of their refusal to supply cars, that different states are enacting laws to reduce the frequency of this oft-repeated offense. As was cited in the Kansas news column of the Journal for Nov. 25, that state has a new law which the railroads declare would interfere with interstate commerce, hence is unconstitutional.

Carr W. Taylor, atty. for the State Board of Railroad Commissioners, in a recent opinion given to Secy. Smiley, of the Grain Dirs Ass'n, writes: "As to whether or not Chapter 345, Laws of Kansas, 1905, is unconstitutional, in so far as it applies to the furnishing of cars to Kansas shippers for the shipment of produce to points out of the state, I have to say, after a careful investigation, that said law is not unconstitutional and not in conflict with any section of the Constitution of the United States, for the reason that it does not relate to interstate commerce, or to the fixing of any interstate rate, but is limited solely to the proper equipment and service of railroads within the State of Kansas to shippers within the state.

"A Texas statute, embracing a penalty on railroads for not furnishing cars within six days after notice, one-fourth of the freight being tendered, was held valid in the case of a shipment to a point outside the state. *Houston & Texas Central R. R. Co. vs. Mayse*, Tex. Court of Appeals, 83 S. W. Rep. 53.

"In the case of the Atlantic Coast Line R. R. Co. v. Commonwealth (Va.), 46 S. E. Rep. 910, the rules prescribed by the new Virginia Constitution with reference to storage, demurrage, car service and car detention charges were held to be not void as regulations incidentally affecting interstate commerce.

"The law is constitutional and valid." *Ry. Co. v. Dwyer*, 75 Tex. 572, 2 S. W. 1001.

"The principle involved in laws of this character, which do not go to the extent of fixing or affecting interstate rates, has been sustained in the following cases:

Chicago, Milwaukee & St. Paul Ry. Co. v. Solon, 169 U. S. 133.

Richmond & A. R. Co. v. Patterson Tobacco Co., 169 U. S. 311.

M., K. & T. Ry. Co. v. McCann, 174 U. S. 580.

Western Union Tel. Co. v. Call Pub. Co., 181 U. S. 92.

"Sec. 4 of this act gives the applicant for cars, when he has made a proper application and deposit with the railway company for same, as provided in Sec. 5 of said act, a right of action against the railway company so furnishing said cars, for the sum of one dollar per day for each car failed to be furnished, to be recovered in any Court of competent jurisdiction, and all actual damages that such applicant may sustain.

"The action is a personal one, to be invoked by the applicant, and the act contains no clause making it the duty of the Board of Railroad Commissioners, or the attorney for the Board, to enforce same."

Four big sales of wheat to go to Mexico were made by Kansas City firms Dec. 5. Orders were given to sack 125,000 bus. No. 2 red for shipment to Mexico.

SPEAR MAILING ENVELOPES

will carry your samples of Grain, Seeds and Flour safely to destination. The best envelope made, costs no more than others.

WRITE FOR SAMPLES AND PRICES

Heywood Mfg. Co., Minneapolis, Minn.

Purifying Grain

Has Come to Stay

Our best grain handlers recognize this fact, and are preparing themselves for the inevitable by installing our

Purifying System

and thus fortifying themselves against competition and picking the plumbs the other fellow cannot reach. There are too many stained oats in this year's crop to permit of fair margins without purifying. Write us for descriptive booklet and samples. It's worth your while.

Caldwell & Barr

Earl Park, Indiana

GRAIN RECEIVING LEDGER FORM 43

Is designed for use by grain buyers who keep individual accounts and is ruled for facts regarding wagon loads received from farmers. Each book contains 200 pages and each page is ruled for records of 42 wagon loads. The pages are numbered and a good index is bound in front part of book. Each page can be used for one or more accounts as desired.

The pages are 8 1/2 x 13 3/4 inches and ruled with column headings as follows: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks. The paper used is heavy linen ledger, bound in heavy cloth half Russia.

Price \$2.00

Grain Dealers Company

255 La Salle Street CHICAGO, ILL.

Wheat Tables

On cards.

Clark's Wheat Tables for reducing wagon load weights to bushels reduce any number of pounds up to 4,000 to bushels of 60 lbs. each.

In addition to the regular reduction table, 4 dockage tables showing the dockage on any quantity up to 4,000 lbs., at 1, 2, 3 and 5 lbs. dockage are given. Also a table for reducing any quantity of flaxseed, rye or shelled corn up to 4,000 lbs. to bushels of 56 lbs.

Printed in 2 colors on heavy Bristol board with eyelet to hang beside scale beam. These six tables will be sent, prepaid, for 50 cents.

Grain Dealers Co.

255 La Salle Street, Chicago, Ill.

Supreme Court Decisions

The failure of a telegraph company to send a message is a breach of its entire contract, and raises a presumption of negligence which it has the burden of disproving.—*Western Union Tel. Co. v. Merrill*. *Supreme Court of Alabama*. 39 South. 121.

Assignments of bills of lading are not governed by the commercial law, but the transferee simply acquires the title of the transferor to the goods described thereby.—*J. C. Haas & Co. v. Citizens Bank of Dyersburg*. *Supreme Court of Alabama*. 39 South. 129.

Where a contract in restraint of trade is limited, and is supported by a valuable consideration, the contract is valid, if the restraint is reasonable and not injurious to the public.—*Merriman v. Cover, Drayton & Leonard*. *Supreme Court of Appeals of Virginia*. 51 S. E. 817.

A shipper of goods consigned to himself having sold the goods in transit, so that the beneficial interest does not remain in him, cannot, because of the carrier's failure to deliver, maintain an action for breach of the contract of carriage.—*Sweeney v. Waterhouse*. *Supreme Court of Washington*. 81 Pac. 1,005.

Where a carrier tenders goods to the consignee, and the latter denies ownership or obligation to receive the same, and the carrier, in reliance on such denial, returns the goods to the shipper on the latter's order, the consignee is estopped to sue the carrier for conversion.—*Slafsky v. Southern Ry. Co.* *Supreme Court of Alabama*. 39 South. 132.

One seeking to enforce a contract in restraint of trade has the burden of proving that it is reasonable, unless the contract shows on its face that it is reasonable, in which case the party seeking to avoid it by extrinsic matter has the burden of proving illegality.—*Merriman v. Cover, Drayton & Leonard*. *Supreme Court of Appeals of Virginia*. 51 S. E. 817.

A warehouseman who received successive orders, each purporting to come from his bailor, and each transferring title to a different person, both of the transferees claiming title to the property by virtue of the order transferring title to him, was entitled to a judgment requiring claimants to interplead.—*Beebe v. Mead*. *Supreme Court of New York, Appellate Division*. 91 N. Y. Supp. 51.

Where, in an action on a policy taken in the name of a holder of the title as security for a loan, the complaint averred that the interest of such mortgagee was fully disclosed in the proof of loss, the complaint was not ambiguous nor uncertain with reference to such mortgagee's interest.—*Loring v. Dutchess Ins. Co. of Poughkeepsie, N. Y.* *Court of Appeal, Second District of California*. 81 Pac. 1025.

There is no authority for amendment of liens on farm products, they being controlled by 2 Ballinger's Ann. Codes & St. §§ 5957-5959, and by the provisions of the logger's lien law, existing when by reference that law was made part of the law controlling liens on farm products;

sections 5944, 5945 of the logger's lien law not being then in existence, and section 5904 being part of the mechanic's lien law.—*Dexter v. Olson*. *Supreme Court of Washington*. 82 Pac. 286.

If a telegram is sent containing a proposal to sell goods, but by mistake of the telegraph company, as it is delivered, does not state the proposal correctly, the receiver cannot recover from the telegraph company compensatory damages on the ground that, if the message had been correctly transmitted so as to contain the proposal as intended by the sender, it would have been accepted in that form and certain benefits or profits would have accrued to the receiver therefrom; it not appearing what actual loss, if any, resulted to the receiver from such error.—*Pichmond H. M. v. Western Union Tel.*

Co. Supreme Court of Georgia. 51 S. E. 290.

A provision of a B-L that the vessel should not be liable for damage to the cargo unless written claim for the loss should be made within 30 days is sufficiently complied with by a letter sent to the carrier within 30 days by the proctor for the cargo owner, stating that he held a claim for damage to the cargo for collection, where both parties had actual knowledge of the damage at the time of discharge.—*The D. Harvey*. *Erie Boatmen's Transp. Co. v. General S. & C. Co.* *District Court, S. D. New York*. 130 Fed. 755.

Whatever novelty, in a patentable sense, there may be in flakes of cooked wheat, must be found in some superior efficaciousness or some new properties

Your Corn will grade if you run it through a Perfection Drier BEFORE SENDING IT TO MARKET

No fear of your grain heating and spoiling in transit even though the carrier is unable to make delivery within a year

Our Drier

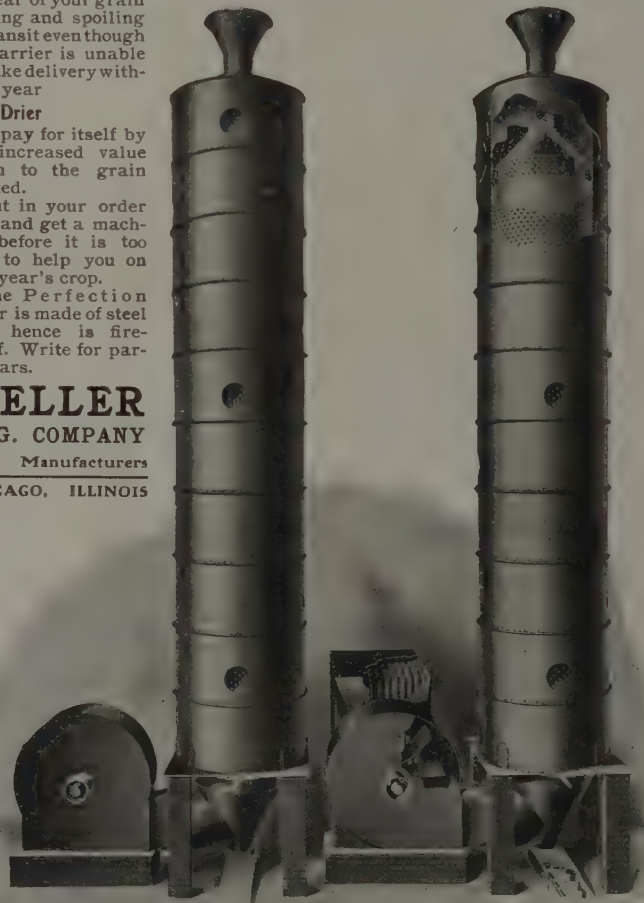
will pay for itself by the increased value given to the grain treated.

Put in your order now and get a machine before it is too late to help you on this year's crop.

The Perfection Drier is made of steel and hence is fire-proof. Write for particulars.

WELLER MFG. COMPANY

Sole Manufacturers
CHICAGO, ILLINOIS



which they possess, and not in any mere change of form produced by mechanical division of the cooked grain, either before or after the last step in cooking. Nor does the fact that such flakes contain some dextrin make them a new product in a patentable sense, that being true to a greater or less extent of other forms of cooked wheat.—*Sanitas Nut Food Co. v. Voight, Circuit Court of Appeals, Sixth Circuit. 139 Fed. 551.*

The ship Wyandotte, chartered to load wheat or corn at New Orleans, was short 162 tons of cargo to Hull, Eng., and sought to recover for this as well as detention in loading. The *District Court of the E. D. Virginia*, decided that: Where a charter party provided that the charterers' agents in foreign ports should be employed as brokers to attend to the ship's business, and such brokers procured libelants to purchase a draft drawn by the master to pay necessary and usual charges in the port where the ship received her cargo, which the master was bound to pay and did pay from the proceeds of the draft, the owners were not entitled to offset against the same, in the hands of the holder in good faith, claims against the charterers or their agents, either for dead freight or demurrage.—*136 Fed. 470.*

High Elevator Due to High Old Time.

BY I. B. SOBERMANN.

Citizens of Fond du Lac, Wis., credit their long necks to the unusual height of the W. W. Cargill Co's. eltr., in fact some of them have stretched their necks so much as to wear out the rubber. The interest in this elevator is not due alone to its extreme height, but to an amusing story regarding its construction which its appearance calls to mind.

During the construction of the elevator the superintendent of construction became weary of watching the carpenters lay cribbing day after day, so disappeared without leaving any instructions. Accordingly the nail drivers continued to lay cribbing until the supply of material was exhausted and then called for more, never thinking they had already built the bin walls many feet too high.

After his spree was over the superintendent returned and looked at the house in amazement. He was short on funds and material but long on deep bins. Dumbfounded by the blunder of his workmen he vanished and a non-user of strong drink was employed to finish the job.

Opening a portion of the lower Brule Indian Reservation of South Dakota is provided for by a bill introduced Dec. 4 by Representative Burke. About 58,000 acres are to be sold to settlers.

Gasoline engines are sometimes stopped by apparently trivial causes—rusted wire, a poor connection or too much turn to a needle valve. Engines have even been known to stop when the gasoline tank became empty.

Farmers who are disposed to hold corn for higher prices shud consider the loss by drying and rattage. The present heavy crop is expected to hold prices low; and, after holding corn until September, 1906, the farmer may gather another big crop that will continue the depression of prices indefinitely.

B UR OWN BROKER

Negotiate the sale of your elevator yourself, keep the commission and know that the sales agent is not handsomely rewarded by buyer for inducing you to reduce your price.

We list your property and place probable buyers in communication with you free of charge, but if sale is made through your having listed it with us we expect you to report date of sale and send us \$2 for our trouble. No sale, no fee.

If our proposition meets with your approval fill in the blank spaces of form given below and forward by early mail to

ELEVATOR SALES AGENCY
Room 505, 261 La Salle St., Chicago, Ill.

Price.

Terms.

Location.

R. R.

Owner of Land.

Capacity.

Cribbed or Studded.

Small Grain Storage.

Ear Corn Storage.

Stands of Elevators.

Size of Buckets.

Number of Dumps.

Make and Capacity of Sheller.

Make and Capacity of Cleaner.

Other machinery.

Iron Clad.

When Painted.

Number and make of Scales.

Their Capacity.

Kind, Make & Power of Engine.

H. P. of Boiler.

Location of Engine House.

Remarks.

Name.

Grain Carriers

E. P. Bacon will remain in Washington during December.

New locomotives at the rate of 2 a day are being received by the B. & O.

Idle since it was built 6 years ago the elevator at Halifax, N. S., is being made ready to load export grain.

The Ontario Car Ferry Co. has been incorporated at Ottawa, Ont., by men interested in the Grand Trunk.

Down-bound with wheat the steamer W. D. Matthews stranded at Sault Ste. Marie and had to be lightered.

The Soo Line, extending for 300 mi. from Thief River Falls, Minn., to Kenmare, N. D., was opened for traffic Dec. 3.

A record wheat cargo was loaded into the steamer Sylvania at Fort William Dec. 2. The cargo amounted to 326,000 bus.

The Isthmian Canal Commission probably will not adopt the report of the consulting engineers in favor of a sea level canal.

Marine insurance was advanced Dec. 5 to 1 per cent. Boats not at elevator ready to load at 6 p. m. had to pay the advance.

The steamer Owen, with 116,500 bus. of barley from Duluth, went down with all hands in the Lake Superior storm of Nov. 28.

Orders for thousands of new cars make but a small addition to the number in use and are as a drop in the bucket to the needs of shippers.

H. H. Churchill will be placed in charge of the grain business of the Great Western at Kansas City, succeeding M. H. McNeill, resigned.

No agreement has been reached by the uniform B-L committee at Hot Springs, Ark., and an adjournment was taken to Lakewood, N. J., Dec. 5.

The steamer H. B. Nye with 240,000 bus. of flaxseed nearly foundered in Lake Superior. Mate Sturtevant was drowned. One-half the cargo was damaged.

Congressman Lorimer has prepared a bill appropriating \$31,000,000 for a canal 14 ft. deep down the Desplaines and Illinois Rivers, connecting Chicago and St. Louis.

Pres. Roosevelt's plan of railway rate regulation was endorsed recently by the American Hardware Manufacturers Ass'n at a meeting at Washington. The vote was 49 to 7.

Suits under the Noffsinger demurrage law of Oklahoma were recently started at Blackwell by shippers who have been unable to obtain cars from the Santa Fe and the Frisco.

Braun Bros. & Co., of Athens, Wis., have received an order from the Burlington for 250,000 grain doors. The doors are made of birch lumber. It is to be hoped that the doors will be more substantial than most of the doors supplied to shippers.

Striking on the rocks off Brockville, Ont., the schooner Melrose, bound from

Fort William to Kingston with 40,000 bus. of wheat, sank Nov. 23. The boat was owned by the Montreal Transportation Co. Arrangements are being made to remove the cargo.

Captain Claude Grimes saved his steamer P. C. Walker and its cargo of wheat in the late storm by running back to Duluth. All the boat's cabins were demolished and other damage done amounting to \$20,000; but the grain is said not to have been wet.

In attempting to run back to Fort William for shelter the Canadian steamer Rosemount stranded on Mutton Island a mile from shore, with 85,000 bus. of wheat. The steamer Monkshaven, bound to Fort William for grain stranded on Pie Island and became a total wreck.

The sand sucker Sandy Hook has loaded a great quantity of wet barley from the wreck of the Siberia at Long Point into the barge Katherine and steamer Madden, which were driven off by storms several times, making the expense of saving the grain about equal to its value.

The right of the Interstate Commission to order railroads to desist from making a higher classification of less than carloads of freight was upheld by the U. S. Court at Cincinnati in the complaint of

the Proctor & Gamble Co. against the C., H. & D. and other roads.

Edgar B. Gilliland has invented a grain car which can be unloaded without shifting. A conveyor connects the outlets of several cars of a train in series. The invention will be exploited by the Gilliland Automatic Grain Car Equipment Co., recently incorporated at Wichita, Kan.

Grain rates from Illinois to Louisville and Cincinnati were advanced 2 cents effective Dec. 11. With the allowance of 2c. shrinkage, Louisville and Cairo are placed on the same basis. A meeting of traffic officials of southern roads was held Dec. 8 at Louisville to consider further any equalization of grain rates to the Carolinas.

The midnight tariff filed by the C., M. & St. P. Ry., making a rate of 28½c on corn from Kansas City to Liverpool is believed to have been known in advance by the Simonds-Shields Grain Co. of Kansas City and Gill & Fisher of Baltimore, since large quantities of grain had been bot by these firms at figures that could not have been quoted at the going rates, which have been cut about 3½c.

Judge Bethea's decision reversing the order of the Interstate Commerce Commission in the live stock cases, while



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We will ship to any responsible party in the United States one of our pianos for inspection. If it not the best piano in tone, workmanship and appearance you ever saw, it can be returned at our expense freight both ways

Write for Catalogue and prices.

CHICKERING BROTHERS
263-265 Wabash Ave., CHICAGO, ILL.

disappointing to shippers, is another argument in favor of giving the Commission power to make binding orders. The decision of Judge Phillips in the Santa Fe rebate case at Kansas City holding that the court was without jurisdiction is likewise a disappointment to the federal authorities.

The Kansas Oil Producers Ass'n has addressed the governors of several states calling attention to the immense value of the maximum freight rate law and the anti-discrimination law which have been in operation in Kansas for 9 months, and have prevented unfair competition by the oil trust thru railroad rebates. If the law is so effective in curbing the oil trust, why will not similar legislation be valuable to the grain trade in preventing discrimination?

The Chicago, Milwaukee & St. Paul Ry. has officially announced its purpose to build 1,500 miles of road from the Missouri River to the Pacific Coast. Extensive terminals have already been acquired at Seattle and Tacoma; and actual construction has been pushed during the past summer west from Pierre, S. D., with a view to having the line completed in less than 3 years. Shippers are thankful that an active competitor is entering the territory of the Great Northern and Northern Pacific. The C., M. & St. P.

will be the only line owning its own tracks between Chicago and the Coast, and not being burdened with heavy fixed charges and leased lines will be in position to grant shippers many favors.

The largest cargo of wheat loaded on fresh water was taken on the steamer A. B. Wolvin Nov. 26 at the Belt Line Eltrs., Superior, Wis. The cargo of 346,000 bus. was composed entirely of No. 2 durum wheat, shipped by the Ames-Brooks Co. to the Mediterranean, to be manufactured into macaroni. Non-advertising mathematicians have an opportunity to figure out how many times the macaroni tubes manufactured out of the Wolvin's cargo placed end to end would encircle the globe.

After trying in vain to pay dividends on watered stock and to make a showing to prospective buyers by forcing grain shippers in Ohio to route all grain over its rails without regard to their natural market, the whole structure of the C., H. & D. system has collapsed, Judson Harmon having been appointed receiver Dec. 4. Grain shippers probably will be made the victims of the arbitrary regulations for some time to come, since Geo. W. Perkins, who was exposed in the New York insurance investigation has been elected chairman of the board of directors of the company.

INDUSTRIES

ARE

OFFERED LOCATIONS

WITH

Satisfactory Inducements,
Favorable Freight Rates,
Good Labor Conditions,
Healthful Communities,

ON THE LINES OF

THE ILLINOIS CENTRAL R. R.

AND

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For full information and descriptive pamphlet address

J. C. CLAIR,

Industrial Commissioner,

1 PARK ROW, CHICAGO, ILLINOIS.

To California— Just as Cheap to Go As to Stay at Home

Make wife and yourself a Christmas present this year of a trip to California.

It will cost no more than the expense of living at home plus Xmas gifts (the kind you like to give.)

And this kind of gift is worth while!

Don't get the idea that California has nothing but "bon-ton" exclusive resorts. There are numerous moderate-priced hotels and many homes where visitors are entertained at very low cost.

Here is a fair estimate of a four weeks' trip to the "Golden State" first class:

Round-trip tickets from Chicago for two people..	\$220.00
Double berth, first class, out and back.....	28.00
Sixteen meals each (both ways) at 50c.....	16.00
Board and lodging in California, 22 days at \$2...	44.00
Expenses of "Seeing the Sights".....	40.00
	\$348.00

Total cost for each person—\$174.00

Stay four more weeks for \$24.00 additional each. Eight weeks of health and happiness for less than \$200.

A slight saving over this can be made by taking a comfortable and cleanly tourist sleeper. Cost of double berth out and back \$14.00.

The trip in a Rock Island tourist sleeper is as easy and restful as the ingenuity of man can make it.

Your gain in health and saving in doctor's bills will prove this to be the most profitable investment you ever made.

Let us send you some free illustrated literature, particularly our beautiful booklet in colors "The Golden State"—and tell you more about it.



JOHN SEBASTIAN,

Passenger Traffic Manager, Rock Island System,
CHICAGO

MANUFACTURERS

Contemplating establishing plants
in the West should take advantage
of a location on



Chicago & North-Western Ry.

which reaches the famous

WATER POWERS,
COAL FIELDS,
IRON ORE RANGES,
HARD AND SOFT
LUMBER DISTRICTS,
MINING DISTRICTS

of the West and Northwest, and
affords the best means of transportation
to the markets of the world.

FOR FURTHER PARTICULARS APPLY TO

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NWS13

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To New York in 18 Hours

"The Pennsylvania Special" of the Pennsylvania Short Line makes the run from Chicago to New York (905 miles) in 18 hours. It leaves Chicago every day at 2.45 p. m., arriving at New York next morning at 9.45. Returning it leaves New York every day at 3.55 p. m., arriving at Chicago next morning at 8.55.

The business man's opportunity. Today in Chicago, to-morrow in New York. The next morning back in Chicago.

"The Pennsylvania Special," eighteen-hour-train between Chicago and New York, is equipped with vestibuled and Electric-lighted Library-Smoking, Dining, Sleeping, and Compartment-Observation Cars.

For full particulars, sleeping-car space, call on your home agent, or address C. L. Kimball, Asst. General Passenger Agent, Pennsylvania Lines, Room 22, 2 Sherman St., Chicago, Ill.

Patents Granted

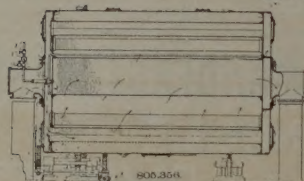
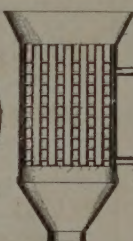
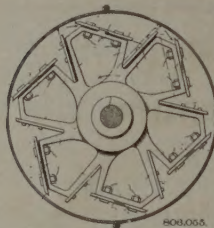
Ignition Plug. No. 806,017. Chas. F. Splittorf, New York, N. Y.

Carbureter. No. 805,979. Albert C. Menges, Grand Rapids, Mich.

Exhaust Muffler. No. 805,613. Fredrick S. Williams, Amsterdam, N. Y.

Internal Combustion Engine. No. 805,774. Jos. D. Blaisdell, Boston, Mass.

Explosion Engine Regulator. No. 805,430. Adolf Vogt, West Norwood, Eng.



804,977.

805,709.

804,870.

805,367.

805,103.

which the grain moves as pushed by the spiral wire agitators having a reciprocating motion. The upper ends of the tubes receive grain from a hopper having a rotary and a stationary spreader. The rotary shaft passes down thru the cereal container and the heat container into the exit hopper.

Apparatus for Purifying, Conditioning and Drying Grain. No. 805,709. (see cut) Harry J. Caldwell and James R. Barr, Earpark, Ind. This is an additional patent upon the well known grain purifying system of the firm of Caldwell & Barr, and shows a more compact and simplified arrangement, with certain improvements. A spiral conveyor feeds grain into the top of a chamber containing baffle-plates, a second conveyor at the foot taking away the treated grain. Above the center of the chamber enters a steam pipe moistening the grain, while below the center enters a pipe introducing sulfur fumes from a furnace mixed with air from the fan, the motive power for the fan being supplied by the steam which enters the chamber. The steam, air and fumes escape thru the chimney at top; their escape at bottom being prevented by a pair of pivoted gates, weighted, and yielding to the grain.

Mexico's duty on wheat still amounts to about 45¢ so that imports since the duty was reduced have amounted to only a few hundred carloads.

Consul Sharp of Kobe, reports that the prospects for the rice crop in that consular district, which were very unfavorable earlier in the season, have much improved.

Nebraska Grain Dealers Treat the Farmers Fair.

Vigorous exceptions to the allegation of the attorney-general of Nebraska that the grain dealers "combination" has been robbing the farmer of the state, are taken in a reply brief by the attorney for one of the leading grain firms, who says:

"Some time this storm of public sentiment will blow itself out, and reason once more will prevail. Some time the lawmaking bodies will conclude they ought to be consistent, and keep within the bounds of reason. At present the law says to the railroads, express, telegraph, telephones, gas light, power and many other industries, You must fix your rates in advance and treat all your patrons alike, and be punished if you fail to do so. The law gives the public the right to regulate the rates of some of these, but of many it does not.

"On the other hand the law says to the grain men, 'You must not fix your prices in advance, no matter how reasonable and fair you may be, and you must not treat all your patrons alike, and you will be punished if you do. You must pay prices dependent on what your competitor thinks now he will pay, and not on what he thought an hour or a day ago, even though the market is the same. You must pay one man too high because you have to or do no business, but you may even up by paying another too little when you get a chance.'

"The law does all it can to prevent an honest and fair man from being honest and giving a 'square deal' to all. It is as impossible for two competing grain dealers to pay different prices, and the low man get any grain, as it would be for two competing railroads to have different rates and the high one get any respectable share of the traffic. Whatever the practices of the grain men of Nebraska may have been, it has produced results that have been fair, honest and reasonable to the grain producer.

"The defendants have taken no testimony in this case. The state has taken considerable, and has been surprised thereby. The nature of this evidence has been such as to cause the attorneys for the state to say in their brief 'To do justice, however, we must here admit that it had, everything considered, exercised despotic power with clemency.' This is a fair and candid statement on their part, but they have much to learn yet.

"In time they will find out the defendants never had despotic power, never can have it, never tried to exercise it, and that the defendants are big enough in commercial knowledge to know that the honest money in the long run is made by handling a very large volume of business at a very low margin; that this is much better than to take exorbitant profits, and thereby immediately get new competition which will for all time cut down both the margin and the volume.

"It is on this basis that my clients have for years been doing business on margins only one-third or one-fourth as large as was the rule twenty years ago, and at margins which the grain men who were active years ago still insist are too low to live on. What the attorneys for the state, and the public in general, know about the grain business that is not true is voluminous."

The Spanish duty on wheat is said to have been increased from 21 to 31¢ per bu.

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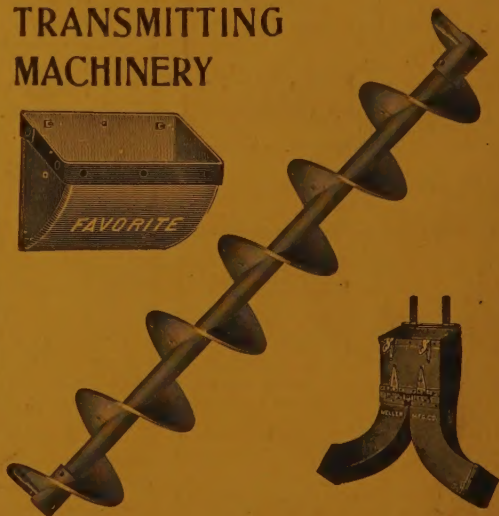
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